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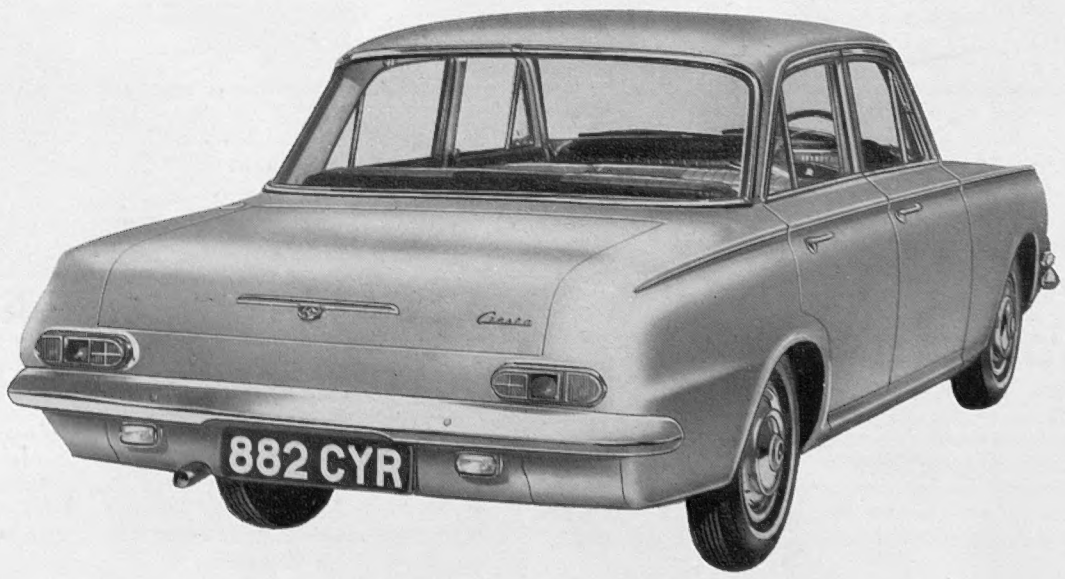

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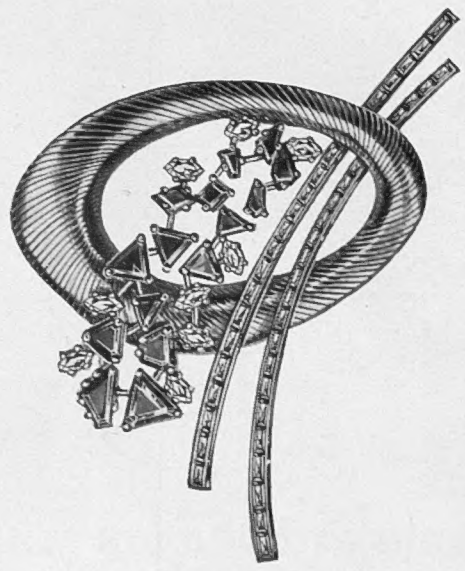

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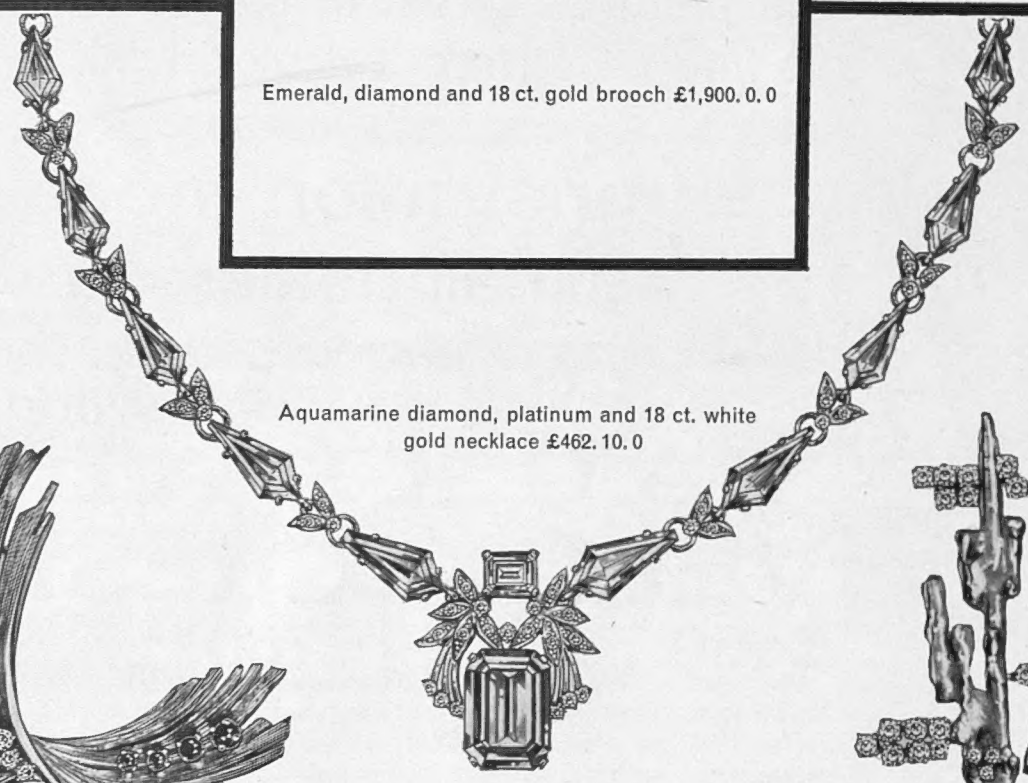

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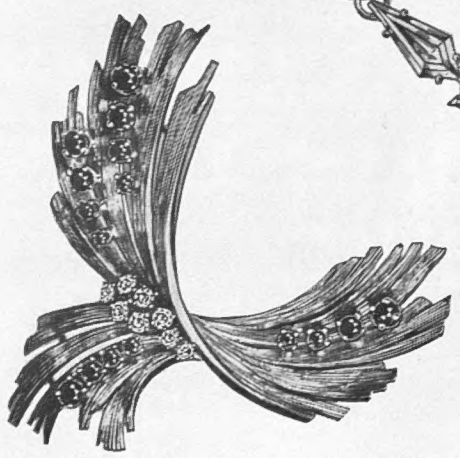

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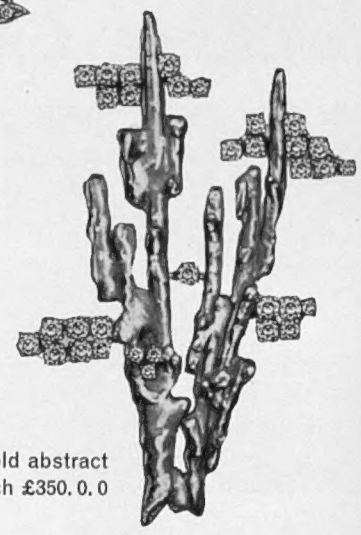

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Volume CCLI No. 3263

LONDON, December 15, 1962

THE SPHERE

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THE KILLER FOG IN LONDON

People and double-decker buses grope their way through the fog in Holborn Circus in London. The statue of Prince Albert on his horse looks down on the murky scene and in the background loom the lights of a new office block. Taken on the third night of the worst fog since 1952, the photograph shows a scene which was familiar to Londoners for most of last week, not only in the evenings but throughout the day as well. Smoke and sulphur dioxide in the air, amounting to 10 to 15 times the average concentrations for an ordinary winter day, turned the fog into smog and caused a number of deaths in London and other major cities. The sulphur dioxide content in the air at Leeds was the highest ever recorded. Fog, heavy frost and ice disrupted traffic in many parts of Britain. Multiple crashes occurred on main roads, including the M1. But the extreme weather conditions did not extend to all of Britain—while London suffered, parts of the South Coast and even nearby Gatwick Airport had three days of sunshine and some people even braved a winter bathe in the sea

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NEWS SUMMARY

Policy revision in East and West?; Delhi-Pekin exchanges; armed revolt in Brunei; Britain and the Common Market; Rhodesian Ministers hasten to London

INTERNATIONAL

In both camps it appeared that the world may see some new reappraisals in diplomacy. Speculation from **Moscow** last week indicated that Marshal Tito's private talks with Mr. Khrushchev in the Kremlin presaged the strengthening of the Soviet Communist bloc and a further widening in the ideological impasse between Russia and China. In some quarters it was believed that Marshal Tito and Mr. Khrushchev had managed to set the seal on the re-establishment of fraternal relations between Russia and Yugoslavia. In the past weeks strong criticism of the Mao Tse-tung regime has been voiced by European countries in the Soviet bloc.

In the West the meetings this week in **Paris** of the military delegations from the NATO countries, followed by discussions between NATO Defence Ministers, were taken to be of crucial importance to the future strategy of NATO. (There was the proviso that any decisions might have to await the outcome of Britain's negotiations to join the Common Market.) Issues on the agenda included the control of nuclear weapons and the U.S. thesis that the NATO countries should strengthen their conventional forces in Europe.

Last week Mr. Dean Acheson, former U.S. Secretary of State and now an adviser to President Kennedy, criticised NATO for lack of political policy and went on to deliver harsh words about Britain's role in world politics—"Great Britain," he said, "has lost an empire and not yet found a role." He went on to attack Britain for claiming a special position in NATO. Mr. Acheson's speech was met with a firm rebuttal from Mr. Macmillan. (John Connell writes on East-West relations on p. 410.)

INDIA

Mr. Nehru told the Indian parliament in **Delhi** that, in clarification of their cease-fire proposals, the Chinese wished to establish civil posts at **Dhola** and **Longju** on the Indian side of the North-east frontier. After a public statement by the Chinese, a Foreign Affairs Ministry spokesman in Delhi complained that Pekin would consider nothing but its own proposals for a solution of the border dispute. Meanwhile in Colombo, Ceylon, delegates from six non-aligned countries (Burma, Cambodia, Ceylon, Egypt, Ghana and Indonesia) were meeting this week to consider a possible basis for a settlement of the dispute between India and China.

BRUNEI

In an armed revolt which broke out in the British protectorate last weekend rebels seized the oil town of **Seria,** where Shell has a big plant. British and Gurkha reinforcements flown from Singapore were countering the rebels strongly. Reports on Monday indicated that the revolt was collapsing and that after street fighting, the capital, **Brunei Town,** was secure, attempts on the Sultan's palace had been rebuffed, and the Sultan was said to be safe. A state of emergency was declared in Brunei and in neighbouring Sarawak.

The rebels call themselves the "North Borneo National Army" and have formed a revolutionary Government; their leader, Sheik Azahari, appeared in **Manila** in the Philippines saying he was on his way to the United Nations to seek world recognition for his Government "formed by and for the people of Sarawak, Brunei and North Borneo." Sheik Azahari is the leader of the Party Raayat (Brunei People's Party), which recently had a sweeping electoral victory. The rebels are opposed to the idea of the federation of these territories with Malaya and Singapore in Greater Malaysia.

Marshal Tito of Yugoslavia is embraced by Mr. Khrushchev on his arrival in Moscow for talks. Left is Marshal Tito's wife

Sir Omar Ali Saifuddin, the Sultan of Brunei. **Centre:** Sir Dennis White, the British High Commissioner in Brunei, is at London Airport before returning to the Protectorate. **Right:** Sheik Azahari, leader of the Brunei revolt

GREAT BRITAIN

Mr. Heath, the Lord Privy Seal, and Mr. Soames, Minister for Agriculture, went to **Brussels** at the beginning of this week for Ministerial meetings with the EEC. It was hoped that progress would be made on the subject of provisions for British agriculture, one of the stumbling blocks which has delayed negotiations. On both sides of the Channel apprehension has been expressed on the grave consequences of protracted delay. Speaking at **Putney** last Saturday, Mr. Erroll, President of the Board of Trade, said that Britain was not negotiating against a deadline, but that the time was approaching when the final terms must be placed before Britain. He caused a considerable stir by going on to say that it would not be an "irremediable disaster" if Britain decided against joining the EEC. "We should not overnight be reduced to starvation and rags," he went on. "There would be many more shots in our locker."

CENTRAL AFRICA

Following last week's visit to Mr. Butler, Minister for Central African Affairs, from Northern Rhodesia's African leaders (see page 408), three Federal Ministers were suddenly despatched from **Salisbury** to London, also to see Mr. Butler. Concern was reported from the capital of the Rhodesian Federation that the British Government was about to make public a unilateral decision on the secession of Nyasaland.

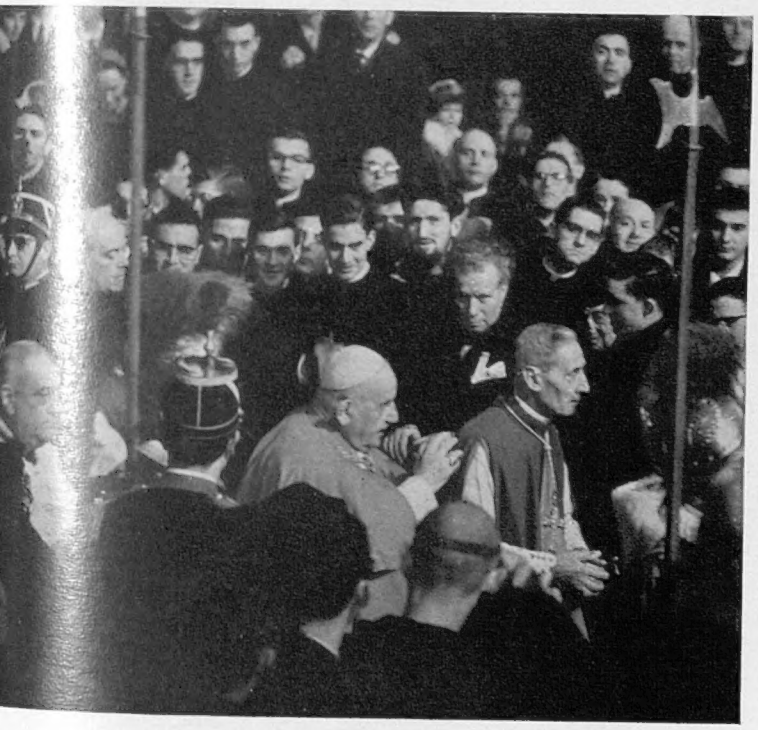
WEST GERMANY

Herr von Brentano, the Parliamentary leader of the Christian Democrats, announced last week that Dr. Adenauer would resign from the Chancellorship next autumn, when he will be 87. The announcement came at the climax of the manoeuvring following the resignation of the Free Democrat Ministers from the Coalition Government of Free Democrats and Christian Democrats over the *Der Spiegel* affair. In **Bonn,** Dr. Adenauer's decision to retire was viewed with some scepticism—he has said he would do so on a number of occasions before.

THE NEWS IN PICTURES

HE WHITE FUNERAL OF PRINCESS WILHELMINA OF THE NETHERLANDS

Eight men chosen from the staff of Het Loo, residence of Princess Wilhelmina of the Netherlands in the last years of her life, carry the Japanese oak coffin containing the Princess's body from the Voorhout Palace in The Hague to the white-painted funeral carriage. The Princess, who as Queen Wilhelmina ruled the Netherlands for 50 years, was buried last week in the family vaults of the House of Orange in the New Church at Delft. She had expressed the wish in her will that her funeral be white, as was her husband's in 1934, because of a belief that " death is the beginning of life." The horses drawing the coach were draped in white. There was one wreath on the hearse, from the wartime Resistance movement. In the second coach were Queen Juliana and the Princesses. Among those who attended the funeral were King Frederik of Denmark, King Olav of Norway, King Baudouin of Belgium and Queen Fabiola and the Grand Duchess Charlotte of Luxembourg. Queen Elizabeth II was represented by Princess Alice, Countess of Athlone



THE ECUMENICAL COUNCIL ADJOURNS

Below far left: Pope John XXIII blesses the Cardinals and Prelates gathered in St. Peter's, Rome, at the official closing ceremony of the first session of the Ecumenical Council. The council was adjourned until next autumn. Two days later the Pope proclaimed three new saints of the Roman Catholic Church at another ceremony in St. Peter's. The new saints were two Italians and one Frenchman, all of the nineteenth century

THE FIRST TEST MATCH IN AUSTRALIA

In Australia's first innings in the first Test Match at Brisbane Richie Benaud, the Australian captain, hits a no-ball from F. R. Trueman during his innings of 51. Although the match ended in a draw, it proved of absorbing interest right up to the final half-hour when England had to defend grimly. Perhaps the outstanding feature was the duel between the rival captains—Richie Benaud and E. R. Dexter. Benaud was once again Australia's most dangerous bowler and Dexter was acclaimed as one of the finest attacking batsmen seen in Australia since the war. The next Test takes place in Melbourne from December 29

BRITAIN'S LATEST SUPER-DESTROYER

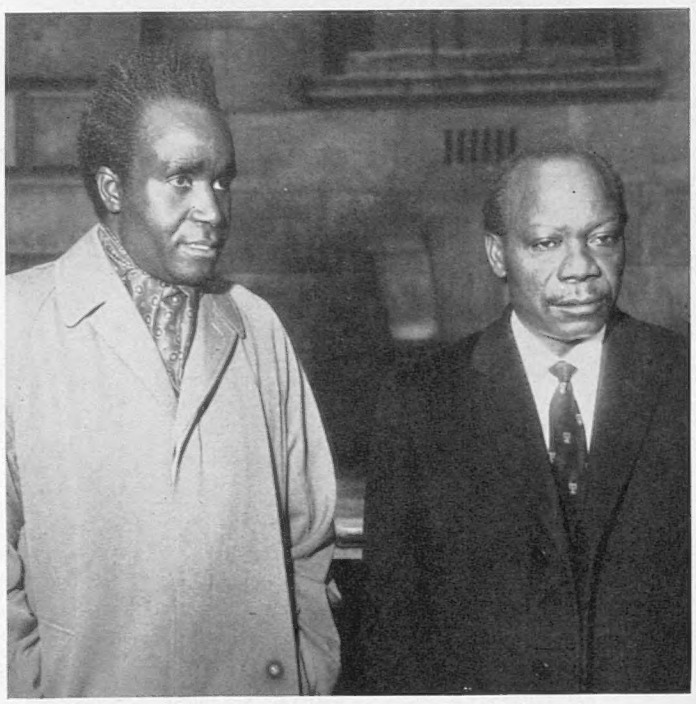
The Royal Navy's guided missile destroyer H.M.S. *Devonshire* enters Portsmouth Harbour. On her after-deck is her anti-submarine helicopter. Completed in February of this year as prototype of her class, *Devonshire* has carried out trials with her Seaslug guided missiles. These are launched from twin ramps fitted at the stern. The destroyer is also equipped with shorter range Seacat missiles and other arms

THE SOMALI PRIME MINISTER IN LONDON

Mr. Macmillan greets Dr. Abdulrashid Shermarke, the Prime Minister of Somalia, at Admiralty House in London. The Somali Premier was on a two-day visit to London. Among the subjects discussed was the Somali-Kenya border. Dr. Shermarke made it clear that if the commission in Kenya considering the frontier district were to report that the Somalis and tribes akin to them want to unite with Somalia, he would expect Britain to arrange this before Kenya independence, and delimit the frontier exactly

DR. OLIVIER AND MR. SANDYS

Far right: Mr. Duncan Sandys is listening to Dr. Borg Olivier, the Prime Minister of Malta. Dr. Olivier and the Commonwealth and Colonial Secretary held talks last week, while Mr. Sandys was in London in between his visits to India and to the Caribbean. The discussions covered arrangements for an early constitutional conference on independence for Malta



VISITORS FOR MR. BUTLER

The two Northern Rhodesian African party leaders, Mr. Kenneth Kaunda, of the United National Independence Party, and Mr. Harry Nkumbula, of the African National Congress, outside the Central African Office in London, before seeing Mr. Butler. The two leaders, who have been discussing the formation of a coalition Government, were pressing for an early replacement of the territory's much-altered constitution. Vital by-elections were due in N. Rhodesia this week

THE KING OF BURUNDI MEETS LORD HOME

Far right: The King of Burundi, Mwami Mwambutsa IV, is with Lord Home in London. The King was on a three-day official visit to Britain, for talks with a political and technical emphasis. Burundi, a former Belgian trust territory in Central Africa, became independent in July

NEW AMERICAN COMMANDER IN BERLIN

The new U.S. City Commandant in West Berlin, Major-General James Polk (right), is welcomed by the outgoing Commandant, Major-General Albert Watson. Major Polk arrived last week for a period of orientation before taking up his duties. At the time the situation in Berlin was reported quiet. The city was likely to be one of the issues discussed by the Defence Ministers of Nato, meeting in Paris this week. Another subject which was given prominence before the meetings was the question of a Nato nuclear force and the role of Britain's nuclear bomber force. **Far right:** Air Chief Marshal the Earl of Bandon, R.A.F., Commander of Nato's Allied Air Forces Central Europe (left), is with Major General E. T. Johnsen, Royal Norwegian Air Force, Commander of Nato's Allied Air Forces Northern Europe, on the latter's arrival at the AIRCENT headquarters in Fontainebleau, Paris

NATO AIR CHIEFS MEET IN FRANCE

THE NEWS IN PICTURES

King Hussein of Jordan stands in his car as he drives through Amman to open Parliament. In his Speech from the Throne he announced that political parties, banned since 1957, were to be allowed again. Two days later Wasfi Tal, the Prime Minister, resigned and was immediately reappointed by the King. In his letter making the reappointment, King Hussein wrote that the electoral law should be amended to allow Army members and women to elect and be elected during Parliamentary elections. He also said Jordan's policy towards Yemen—which is hostile to the new Republican regime—should be maintained. (The Jordan Parliament consists of an Upper House of thirty members appointed by the King and a Lower House of sixty representatives, who are elected)

AN ARAB RULER ON THE WAY TO OPEN PARLIAMENT

General Kassem, the Prime Minister of Iraq, shakes hands with Mr. Abdulla Al Bukhari from Madras in India. The occasion was a dinner in the Iraqi capital as part of the celebrations to mark the millenary of the founding of the city and of the death of the famous philosopher Alkindi. Delegations from Eastern and Western countries were present at the dinner. News from the Middle East last week included reports that the Arab League force sent to Kuwait in 1961 might be reduced in size. In that year, when General Kassem's claims that Kuwait is part of Iraq became very aggressive, British troops were sent to the sheikhdom at the request of the ruler. The British were later superseded by a force formed by some members of the Arab League. As far as is known, it has consisted for some time of only Saudi Arabians, Jordanians and Sudanese. The reduction in size of the force, or its complete withdrawal and replacement by observers on the frontiers, would apparently be approved by the Kuwaitis, who consider General Kassem is fully occupied with his Kurdish troubles in North Iraq. Also it is believed President Nasser would never allow General Kassem to take Kuwait

MILLENARY CELEBRATIONS IN BAGDAD

TIDAL WAVES
IN FLORIDA

A team of workers hastily fill sandbags to build a wall against tidal waves sweeping in on the Florida coast. Reports of large waves caused by a recent offshore tropical hurricane led to sandbag walls being erected along parts of the low-lying coast of Southern Florida. Resorts along this coast, with its miles of highly expensive luxury hotels, lie very nearly at sea level. Despite the efforts to build temporary protection, the waves caused much damage, flooding streets and basements

JOHN CONNELL

A NEW PHASE OF DIPLOMACY?

For close on a fortnight U Thant has been firmly installed as Secretary-General of the United Nations. Mr. Macmillan is about to set off on his visit to President de Gaulle, and then he will go to the Bahamas to meet President Kennedy. Mr. Sandys returned early last week from his eventful trip to the Indian sub-continent and, in the House of Commons, won a modicum of praise even from that ordinarily very disenchanted critic Mr. Denis Healey. Mr. Mikoyan at about the same time went back to Moscow, to report at length to Mr. Khrushchev on his stay in Cuba and his conversations, en route for home, with President Kennedy and Mr. Dean Rusk. And President Tito, accompanied by the Vice-President of Yugoslavia and the leader of the Serbian Communist Party, set off from Belgrade for what was described, quaintly and unconvincingly, as " a holiday " in the U.S.S.R. Is it possible to discern in all this swirl of diplomatic hithering and thithering any new pattern that makes sense?

Any swift or dramatic alteration in the international balance of strength is unlikely in the near future, but there are certain significant shifts in posture within the global politico-strategic framework. The Cuban crisis, with the crucial phase in the Sino-Indian dispute coming immediately afterwards, brought the world abruptly and brutally face to face with the realities of power, and the limitations on its exercise and exploitation. Some lessons have been taught which it will take months, perhaps years, for the nations fully to digest. Not the least of them, I suspect, is the dawning comprehension that there is a significant re-alignment of the haves and have-nots. This, and not the doctrinal warfare between capitalism and communism, is the real rift in the world of the 1960's.

The pressure of the have-nots upon the haves is insidious and sophisticated. It is the challenge of the apparently weak to the obviously strong; and since the strong, by a very proper if tacit decision, have denied themselves the use of the nuclear deterrent at this level of dispute, they have to all intents and purposes deprived themselves of the final sanction of war; and the weak nations' chances of winning are thereby much greater. Further, their challenge has in it a moral quality, with the constant implication—often indeed made clamorously explicit—that there is an element of wicked privilege in the very fact of being a have nation, and that to be scientifically and technologically (and therefore economically) advanced is, in a very real sense, to have a sinful, unearned advantage over the have-nots. The immediate corollary, which once stated becomes axiomatic, is that there is a complementary nobility, an unfortunate but poignant innocence, in being a backward have-not.

It is essential to realise that, in this alignment, the Soviet Union is already regarded as a have nation, and is bound more and more to be so regarded, as her own internal social and economic development gathers pace and impetus and consolidates itself. U Thant, in the address at John Hopkins University, with which he celebrated his election as Secretary-General, gave more than one hint that he himself fully shares this outlook about the Soviet Union. His appointment, I believe, is important for a good many reasons; and we should not, in the West, allow ourselves to become uneasy or to take much umbrage because, in that speech, he scolded us slightly (to use *The Times's* comfortable, governessy word) and tried to prod us into being more forthcoming and imaginative in our approaches to Moscow.

As a representative, and until he became Acting Secretary-General a spokesman, of the under-developed nations, whom it is courteous and conventional to describe as " non-aligned," U Thant, to a degree of which he himself is perhaps not fully aware, has equated the Western Powers, in his own mind, with the Soviet Union. We are all haves, in our scientific and economic advancement, our relative wealth (judged by Afro-Asian standards), and we are all morally tainted by our privilege, no less than by the fact that we possess—but refrain from exercising—the ultimate sanction of nuclear and thermonuclear weapons. And the pressure is on us, to share our wealth and renounce our weapons. Our separate and combined (if in the early stages largely covert) efforts to resist this pressure, and repel the psychological challenge which it carries, are likely—I think—to bring the Western nations and the Soviet Union a good deal closer together than many of us now are eager to admit.

It is curious to reflect that we shall, in all probability, continue to harbour feelings of guilt. However, it might be salutary to remind ourselves that the Sino-Indian conflict has demonstrated, with a clarity only equalled by its violence, that the widely held thesis that to be under-developed and non-aligned is to be good, and to be developed, economically stable and politically committed is bad, is utter nonsense. Re-alignments are being forced upon those who, for the past 15 years, have preached, with a fervour that has often been irritating, the immeasurable virtues of non-alignment. Beams in brother's eye are, belatedly and a little coyly, being admitted to be at least comparable to motes in one's own. I do not in the slightest underestimate Mr. Duncan Sandys's or Mr. Averell Harriman's diplomatic skill, and I think that the manner in which Mr. Sandys took and held the initiative showed that he possessed real powers of independent and statesmanlike decision; but it is only fair to point out that the real driving impulse towards the settlement of major differences (including Kashmir) between India and Pakistan is need—the sharp, if squalid, need for efficient and well-organised defences.

A friend of mine, with more than half a century's close knowledge of, experience in and affection for the sub-continent, wrote to me last week: " I am glad that Sandys and Harriman have succeeded in getting Ayub and Nehru to meet, but I cannot be optimistic as to the result, because I am sure Pakistan will not accept anything less than a U.N. plebiscite for the Valley (i.e. Kashmir proper), though I hope he may agree to Jammu going to India, as this is now essentially Hindu. As for Nehru I feel very doubtful if he will give way at all. He has, I am sure, a complex and I think he might well resign on this issue, rather than give in. If he does would the matter be easier?"

I would hesitate now to answer " Yes " to that final question, but we can perceive that Nehru's leadership is now under radical scrutiny and fierce criticism. The dispute with China has aroused passions—not least that of pride—which it is not easy to abate.

In the pattern of world politics at large, as well as in those of the sub-continent, there are intractable issues, problems which have no facile, swift solution. Just before U Thant was elected, without opposition and on the conditions which he himself imposed, to his present office, there was a great deal of talk, in Moscow as well as in Washington, about " a new phase of diplomacy," about possible " breakthroughs " on major issues, and the likelihood of a détente in the cold war. What was the substance of fact, if any, underlying all this chitter-chatter?

The worst of the Cuban crisis, as a naked issue between the United States and the Soviet Union, was past and gone; and behind the steely courtesy of the discussions between President Kennedy and Mr. Mikoyan, there seemed to be a joint desire to bury the immediate past. However, Mr. Rusk went on television to declare in a markedly sobering fashion: " We have cautioned our friends from drawing too many conclusions from the Cuban experience. The Soviet Union remains a great power. There were special circumstances in Cuba which are not necessarily present in other parts of the world."

There are not great grounds for optimism over most of the issues in other parts of the world than Cuba, of which I have little doubt that the U.S. Secretary of State was thinking. In Geneva, East-West negotiations have been resumed on disarmament and nuclear tests, but no progress has really been achieved. On Berlin, although the atmosphere is a good deal less tense than it was earlier this autumn, there has been no material alteration in the position taken up by both sides. In South-East Asia there has been a marked intensification of the fighting in Vietnam, and the settlement (so called) in Laos is still extremely precarious. Further, the ripples of the major disturbance far to the northward, in the Himalayas and along the Assam border have spread speedily enough into this already troubled area and increased the sense of uncertainty and anxiety.

So, over Cuba as over many other smaller, less spectacular issues in the long, sorry story of the Cold War, has the Soviet Union merely retreated in one sector of their frontier—ideological rather than territorial—with the West, in order to win and hold on to a major advantage elsewhere? This, after all, is almost axiomatic in Marxist teaching and diplomatic technique. For example, now that the Russians have removed their offensive weapons from Cuba, will they initiate suddenly a big drive to get American offensive weapons out of the NATO bases in Western Europe?

Finally, in what sort of shape is the Western Alliance as a whole now? What is the truth about Skybolt? Is it true that France is developing at top speed a submarine thermonuclear weapon like the Polaris? If so, what happens to the renewed moves to authorise a separate NATO nuclear deterrent? What is happening over the negotiations for Britain's entry into EEC? Is France really playing as stubbornly, as deviously and as effectively as British reports suggest the role of dog in the manger? And are the other partners in the Six as impatient with and as exasperated by France's attitude as we have been told? Are the Western Powers anywhere near agreement among themselves on the next steps to be taken over the Congo? Are sanctions to be imposed on Katanga, and if so what is the British Government's attitude?

Perhaps U Thant was right, after all, to point that while, over Cuba, many might wish for a more complete and comprehensive solution, " in this imperfect world we have, at least for the moment, to accept less than perfect solutions." It is a maxim which, after all, applies to almost every human situation; but some of us take a lifetime to admit this simple truth.

AN ERA DRAWS TO A CLOSE

The wind of change blows over East Africa as much as the rest of the continent. Last week-end saw the coming of the Republic of Tanganyika, on December 9, one year after independence. Sir Richard Turnbull, the Governor-General, had previously addressed Parliament for the last time. Another official who has put in valiant service is Sir Patrick Renison, who recently presented honours and awards in Government House, Nairobi, in his capacity as Governor of Kenya, for the last time. He is to be succeeded on January 1 by Mr. Malcolm MacDonald, a change-over which has been compared to the supersession of Wavell by Mountbatten in India shortly before independence. It is expected to indicate a quickening of the political tempo in Kenya very shortly.

Sir Richard Turnbull addresses Parliament in Dar-es-Salaam. **Below:** Sir Patrick Renison at the ceremony in Nairobi

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

PRINCESS ALEXANDRA. All the world loves a lover and when one such is a charming and popular Royal Princess, all the world is on top of the world. Not least, because by marrying Mr. Angus Ogilvy, she will ensure that one more national treasure will not be exported abroad. The Princess is certainly marrying into a happy, gay and united family, whose way of life and manner of thought correspond with her own. I wonder whether she will follow the precedent of Princess Patsy and accept the rank of a duke's or marquis's daughter. She has been constantly called on for ceremonial duties as a Princess and admirably performed those duties and there is no reason why as Lady Alexandra Ogilvy she should not continue them, when available to do so, with equal appeal; as Lady Patricia Ramsay did. Mr. Angus Ogilvy is obviously a very efficient and successful man, as well as a lucky man.

"NEITHER WILL THEY BE PERSUADED." Most days of the week we find good cause in the headlines to declare that nowadays people are incapable of being persuaded to act reasonably and with prevision. The old nursery saws are dead letters, like so many of the articles in the Sermon on the Mount; and warnings and preachings fall on deaf ears. Locking the stable door when the horses are stolen and sawing off the branch the monkey sits on have both for centuries been cited as futile or foolish activities. But still, despite the daily dinning-in of bitter lessons and reminders, you read of teenagers being entrusted in the streets with thousands of pounds for lodgment in a bank; and, week after week, troublemakers can persuade a sane and otherwise sensible majority of their fellows to down tools or go slow in the completion of a project on which their own future livelihood or the livelihood of their own kind depends. You would have supposed that the statistics of pay-snatching and robbery under arms would long ago have persuaded all employers to take measures against so constant and glaring a risk; and that Sir Patrick Hennessey would be listened to with attention when he detailed the appalling damage done alike to the business of export and to the workers. But nobody seems a penny the wiser.

POLITICAL MEMOIRS. One after another the memoirs of political and military leaders of the era of Hitler's war roll off the presses, are widely read and often further confound the confusion in our minds about the truths of history. No doubt at all these memoirs are written to help us to those truths. The politicians, unlike some acknowledged impartial historians, usually have access to recent State archives, and both politicians and generals usually possess copies of vital documents and private diaries and memoranda. But it can be taken as certain that the truths of history are not the only object of such memoirs. The writer (or his band of assistants) is concerned with a justification of his own part in the events, and no one can blame him if he tries to set himself in the national record in what he conceives to be a just and fair light. But while he works to that end, inevitably those who differed from his policies or favoured different strategies will be sharply criticised and their reputations will diminish as he builds up his own. With the result that, as book after book of special pleading is read, our concept of leadership in modern times is shaken, and we ask ourselves: "Who will (who can) show us any good." Indeed, I can recall no recent memoir of this kind that, whether it brings us nearer to the truth or helps to justify the writer's part in events, does not shake our faith still further in wise leadership and emphasise the rivalries, the jealousies, the weaknesses and the hesitations of statesmen and war leaders. To that extent, such memoirs, even if they contribute to ultimate truth here and there, all reduce our faith in leadership and deplorably emphasise the quarrels and animosities between Cabinets and Commands.

WHAT IS TRUTH? With few exceptions, it seems to me, a century must elapse before posterity can confidently add new names to the roll of the nation's great statesmen. Mr. Leonard Mosley's *Curzon* was first published in 1960 and I took it down and read it again the other day. It is indeed a terrible indictment of a public figure, a British worthy. It is the portrait of a trimmer, a man of ruthless and soaring political ambition, prepared to sacrifice friendship and the pledged word to gain his personal ambitions—a money grubber and showman, capable of contemptible meannesses, vain, tyrannical and heartless, and contemptuous of all whom he regarded as his inferiors. Now the D.N.B. notice of Curzon was very well written by Harold Nicolson, who knew him well in a phase of his career and has painted brilliant sketches of him, notably in his book *Curzon; the last phase*. To that notice in the D.N.B. I turned for comparison. These two accounts of Curzon agree on three admirable qualities—the courage with which

Southern Cross, a twin screw diesel auxiliary yacht built by Yarrow & Co. Ltd., Glasgow, recently awarded the "Yacht of the Year Trophy" by *Lloyd's Register of Shipping*. The trophy was presented last week to Major Cundiff, the owner, by Sir Kenneth Pelly, Chairman of *Lloyd's Register*. (An article on modernisation in British shipbuilding appears on pages 430-433)

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Winner of the News section, "No Casualties" by George Stroud, *Daily Express*, showing the Lufthansa Boeing 720 crash-landing at London Airport earlier this year

The Britannica Awards for Press photographers were presented on Wednesday of this week by Mr. Hugh Gaitskell, Leader of Her Majesty's Opposition, at a ceremony at the Savoy Hotel, London. The 15th annual competition was organised, as last year, in eight categories. Winner in the Portfolio section was Ron Burton, *Daily Herald* (see picture below), who also holds the Hector McNeil Trophy for 12 months and received an engraved silver medal and 100 guineas. Winner of the News section was George Stroud, *Daily Express* (see above). There were 270 entries, including some from parts of the Commonwealth, South Africa and Eire. Over 100 selected photographs, as well as the award-winners, will tour Great Britain in several exhibitions during 1963. Thirty-six photographers had pictures selected for the exhibition for the first time.

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he endured life-long pain, his extraordinary powers of concentration and hard work and his remarkable ability as an administrator in matters small and big, not least in his preservation of beautiful buildings.

"A CAUTIONARY TALE." Each account is a "cautionary tale"; for time and again the cup of ambition was dashed from Curzon's lips and he suffered as many humiliations as triumphs as a result of his inordinate ambition and vanity. But whereas Nicolson's biography in D.N.B. leaves the reader in no doubt that the subject was a "great man" and a worthy public servant, Mosley's biography depicts a very different picture. So far as I could judge, the records of Curzon's public life even in detail are set out with very little differences in omission or addition in both biographies, and indeed the constructions put upon Curzon's actions are not widely opposed. What then can account for the violent difference in this portrait and that? Mosley, it may be, had fuller access to, and made much more use of, private archives; but both biographers wrote at a time when the principal public archives were available, and both no doubt made full use of them. Neither biographer can be accused of *suppressio veri*. It is all a question of shades of emphasis laid on the evidence.

WIND OF CHANGE AT LORD'S. Last week, among other changes, reforms and reversions, the 17 first-class counties by a clear majority recommended to the M.C.C. to do away with the amateur status in first-class cricket (following the lead of ping-pong or table tennis). It is expected that the M.C.C. will accept. This will mean the end of one of the most popular and ancient fixtures dating from 1806—*the Gentlemen v. Players*. The only jarring note about this famous fixture has for the last decades been its title. The word "Gentlemen," difficult at all times to define in any circumstances, has for years become an uncomfortable word in cricket, and it started to be "disembarrassed" years ago when all the players went in and came out from the same alley-way. There will be rumblings and grumblings about the proposal among the ancients in the committee room at Lord's and in the members' room. Very few will cry out against the liquidation of the word "gentleman." It died a natural death years ago. The threat to the word "amateur" is much more controversial. It has a few quite debatable implications, pro and con. Before Waterloo (and indeed later) it was not thought outrageous by the "few" to remark: "He's not a gentleman, he *works*." If anyone had seriously said that since the wars, he would have been stoned or sent to a psychiatrist for vetting; and no gentleman ever tolerated in sport the implication that, being a gentleman, he could not play cricket. Indeed the only satisfactory definition of a "gentleman" in every walk of life ever accepted has been that he "played cricket," and played it very well. But although the distinction between amateur and professional in sport has long been theoretical and controversial, the abolition of the *amateur* status in cricket is the real bone of contention among the traditionalists. "Gentlemen" went out in 1914 with the powdered footmen and the deer parks. The true amateur can still inject a desirable spirit into our national games.

THE OLD STAGER

"Father de Wolf Gets Hep" by Ron Burton, *Daily Herald*, taken at the '59 Club Jive Train outing. This won the Portfolio section and the Hector McNeil Trophy

ENTERTAINMENT

NEW PLAYS

The Tulip Tree at the Haymarket and Semi-Detached at the Saville

Senior actors of the English stage appear to be on something of a spree at the moment. We have had already Sir Michael Redgrave enjoying himself as an absent-minded schoolmaster in a light comedy thriller. Last week he was joined by Sir Laurence Olivier in *Semi-Detached* as Fred Midway, a Birmingham insurance man employing all his energies to achieve his social ambitions. In addition, John Clements and Celia Johnson, aided and abetted by Harold Scott and George Benson, have deployed their talents in *The Tulip Tree*, N. C. Hunter's latest foray into the sad, beautiful wastes of middle-class misfortunes. None of these plays was particularly liked by the critics: but if one thing seems true about the present state of the theatre it is that critics, actors, directors and audiences are out of touch with each other. David Turner's *Semi-Detached*, an ironic comedy, sets about exploding lower middle-class pretensions by using the stage formulae of traditional farce. Its basic device is Fred's cunning in preserving the family respectability. In contrast, *The Tulip Tree* is described by one character as "Landscape with Middle-class figures."

THE TULIP TREE: In this scene are Robert Elliot (Harold Scott), Ivor Evans (Eynon Evans) and Sarah (Lynn Redgrave)

Dr. Lennon (Lloyd Pearson), Rupert Tilling (George Benson), Clare Elliot (Celia Johnson), and Colin (John Clements)

The leading role in *Semi-Detached*, Fred Midway is played by Laurence Olivier

Arnold Makepiece (Newton Blick) and Fred

SEMI-DETACHED: Tom Midway (James Bolam), Hilda (Mona Washbourne), Eileen (Eileen Atkins), Fred, Avril Hadfield (Patsy Rowlands), and Robert Freeman (John Thaw)

The Midway family pretend to be having a party to fool their neighbours.
Below: Fred and Hilda are alarmed by their married daughter, Avril

A happy moment for Hilda and Fred, the Midway parents

THE VOICE OF THE COMMON

At London Airport Mr. Duncan Sandys, the Commonwealth and Colonial Secretary, descends with his wife from the aircraft in which he returned from India and Pakistan. He was due to leave again on December 13 for a visit to the Caribbean, where he will visit Bermuda, the Bahamas, Jamaica, Antigua, Montserrat, Dominica, Barbados, Grenada, and Trinidad and Tobago, before returning to London on January 7. One of the main problems he will be considering will be the future of the West Indies Federation, now reduced to seven by Grenada's recently announced intention to join in a unitary state with Trinidad and Tobago

The Texaco oilfield, Trinidad, illuminated in August for Independence. Petroleum is Trinidad's principal export

Mr. Donald Sangster

JAMAICA

The Government launches an Independence loan

The Government launched recently an Independence loan in which the people of Jamaica are being invited to invest in a new stock issue. The Government particularly hopes to attract the many Jamaican immigrants living in Great Britain, who they consider are probably in a better position to afford the loan than many Jamaicans in Jamaica.

Mr. Donald Sangster, the Minister of Finance, speaking at a Press Conference in Kingston, said that the new issue was part of the Government's policy to mobilise more local savings rather than go abroad for all its loan requirements. He said that as time went on the country would have to make an increasing contribution to the loans fund sector. The first move was the Premium Bonds scheme; the Independence loan was the second. An investor would be able to buy in £5 units £100 worth of stock for £92. This would carry an interest of 6½ per cent. and the investor would get back £100 at the end of a 20-year period. Mr. Sangster described it as a "tap" issue, spread over a period of three months. The purpose of the loan was for capital development generally, and might be used for such things as reloans to the Water Commission for expansion of sewerage development or for loans to Local Government.

He said he would be much happier borrowing money and paying interest in Jamaica, rather than overseas. If the Government borrowed £1,000,000 on a 20-year basis it would have to send abroad £90,000 or thereabouts in interest and sinking fund each year. He would prefer to pay that interest to investors in Jamaica, so as to keep the money in the country. If the issue had a reasonable return it would be one more proof that Jamaicans were interested in their country and were making their own effort to show the world they were willing to play their part.

TRINIDAD AND TOBAGO

Dr. Williams completes his European tour

At the end of last month Dr. Eric Williams, the Prime Minister, completed his tour of countries in Europe and the Middle East, which he had been engaged in since the end of the Commonwealth Prime Ministers' Conference in the middle of September. The countries he visited included Belgium, the Netherlands, West Germany, Switzerland, Luxembourg, Italy and the United Arab Republic. (He had previously visited France and Israel.) At the Prime Ministers' Conference he had announced that Trinidad and Tobago would seek associate membership of the European Common Market, whether Britain joined or not, and later in Brussels he presented a memorandum to Professor Hallstein and senior members of the Common Market Commission indicating the reasons for Trinidad's application, and underlining the islands' concern for their petroleum (85 per cent. of their total exports), their sugar (the largest employer of labour) and other products.

As a result of his talks with industrial representatives in various countries Italian and German missions are visiting Trinidad in the next few weeks to consider setting up new secondary industries. Belgium, the Netherlands and Switzerland have agreed to help with technical aid and training, the first two in port management, the third in tourism and hotel management. On his tour he also met the Japanese Foreign Minister (Japan is developing a fishing industry in Trinidad), representatives of the French associated states, and the head of the American agency for International Development; this last meeting resulted in a grant of 30 million dollars in settlement of an agreement made with the U.S.A. three years ago on the U.S. naval base at Chaguaramas.

As far as Britain was concerned his visit was less promising. Before he returned to Port of Spain, Dr. Williams announced that Britain had rejected his request for a £5 million loan, and he regarded the offer of £1 million as "quite unacceptable." In a reply to a question in the House of Commons in London, the British Government regretted his decision. The terms of the British offer were a £1 million loan at 5 per cent., obliged to be spent in Britain; a £250,000 grant, and a gift of four Viscount aircraft. The £5 million that Dr. Williams had asked for (the first time he had made any such request in the six years he has been in power) would, if granted, have been used for an important programme of slum-clearance combined with large-scale low-cost housing developments, which as well as solving an acute housing shortage would have provided considerable alleviation for Trinidad's unemployment, at present standing at about 15 per cent. Speaking in London before he left, Dr. Williams said of British Government policy in the West Indies, "I don't know of any area where so much money had been spent to so little purpose."

WEALTH

BAHAMAS

No change in the first elections under the new constitution

In last week's General Election, the first since the Constitution was re-formed in 1959, the United Bahamian Party gained 19 of the 33 seats in the Lower House. The Progressive Liberal Party obtained nine seats, with one Labour candidate and four Independents making up the total. This was regarded as a considerable rebuff for the P.L.P., who had expected to gain a majority. The P.L.P. now has one less seat than it had in the previous house, where it had been steadily gaining seats since the new constitution was introduced.

The U.B.P. derives its main support from the conservative businessmen of Nassau, known locally as the " Bay Street Boys," who founded it nine years ago (it was then called the Conservative Party) in response to the formation of the P.L.P., which has mainly Negro support and in its campaign attacked the " centuries-old tyranny of Bay Street."

The victory of the U.B.P. in the elections of 1956, in which, on a weighted franchise, they obtained nearly three-quarters of the seats on less than half the votes cast, was an underlying cause of labour discontents in the following year. The 1957 General Strike, which was begun by taxicab drivers refusing to take visitors to hotels, and spread to the hotel employees, eventually bringing the economic life of the islands to a standstill, led in the course of time to the new Lennox-Boyd constitution of 1958. This established universal adult male suffrage, abolished the company vote, and severely limited the plural vote to a few property owners. There were also improvements in labour legislation and redefinition of constituency boundaries to take account of population.

This year, the P.L.P., confident of success after their by-election victories, organised a successful campaign for votes for women, and thought the election to be in their pocket. As it was, even the party's founder and chairman, Mr. Taylor, was defeated, perhaps because he had attempted to challenge the U.B.P. leader, Sir Roland Symonette. The election has aroused considerable comment because it is probably the first election anywhere in the world where a large Negro majority (85 per cent. of the 145,000 population) have returned an all-white Government. A last word from Mr. Stafford Sands, of the U.B.P., who is head of the Bahamas Development Board—" We came here as successful pirates—now we are successful businessmen and the people have realised it. The women were voting for the first time, and, in what I must admit is the first really free election, the women realised we have brought prosperity here."

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

The 8,000-ton cable ship *Mercury*, commissioned in October, in the fleet of Cable and Wireless, built by Cammell Laird and Co. Ltd. She docked at Greenwich recently to load more than 1,000 miles of deep-sea cable, part of the Commonwealth telephone line she is due to lay between Vancouver, Canada, and Australia and New Zealand

One of Francis Stoppelman's photographs in his book *Jamaica*, published by Ernest Benn

BOOK REVIEWS

The tensions behind Caribbean literature—and aspects of Jamaica

One of the major problems of the second half of the twentieth century, as Mr. Duncan Sandys pointed out in a special pamphlet he wrote as Commonwealth Relations Secretary earlier this year, is likely to be the reconciliation of racial conflicts. A key area which will be closely watched for a solution of the problem of race is the Caribbean, one of the most conglomerated racial mixing-bowls in the world. An interesting contribution towards the understanding of attitudes in the area is provided by Mr. G. R. Coulthard, Senior Lecturer in Spanish Language and Literature in the University of the West Indies, in his book RACE AND COLOUR IN CARIBBEAN LITERATURE (Oxford University Press, for the Institute of Race Relations. 25s.).

Mr. Coulthard analyses the expression of racial tensions in the work of writers of the Spanish, French and English Caribbean. He is particularly authoritative on what is obviously his special field, the anti-slavery novel in Cuba, and Afro-Cubanism. One realises on reading this book how late in literary development were the English-speaking West Indies. This has been made up for lately, but Mr. Coulthard's consideration of the works of men like Selvon and Lamming is disappointing. And there are several writers he does not mention at all.

Most notable of these is Derek Walcott, from St. Lucia, whose poems of between 1948 and 1960 called IN A GREEN NIGHT (Jonathan Cape. 12s. 6d.) were published earlier this year. This comes well into the sphere of the above study—as in the poem " A Far Cry From Africa," in which he writes:

> Where shall I turn, divided to the vein?
> I who have cursed
> The drunken officer of British rule, how choose
> Between this Africa and the English tongue I love?

And he writes extraordinarily good poetry, balanced and compassionate in spite of the angry tensions of race, stringing his words together in a rich but measured pattern with the wry sadness of a Caribbean Eliot. He is equally at home in sonnet form and local vernacular, as in:

> Poopa, da' was a fête! I mean it had
> Free rum free whisky and some fellers beating
> Pan from one of them band in Trinidad

I like too the sad tale of Miss Gautier, a Caribbean equivalent of Betjeman's Joan Hunter-Dunne (" Her thighs, so tanned and bare, sounder than Government bonds ") who met at the tennis club " Harris, a black Barbadian," married him, was ostracised, took to drink and died, and ascended to heaven " From Barclay's D.C. & O."

The underlying nerve of race is exposed with surgical efficiency by Katrin Norris in JAMAICA *The Search for an Identity* (published for the I.R.R. by the O.U.P. 8s. 6d.). This analyses in a brisk, outspoken manner what she considers to be the lack of self-confidence in this newly independent nation, its obsessive class divisions, its " two nations," its sell-out to the wrong kind of tourism, its neglect of peasant agriculture and its worship of the " favourable investment climate." The symptoms of social unease she finds in the Rastafarians, with their back-to-Africa cult, and she fears that black racism, although it has made scant headway so far, because of traditional attitudes, is bound to spread unless Jamaicans revise their attitudes. Read in conjunction with Bernard Semmel's fascinating study of THE GOVERNOR EYRE CONTROVERSY (Macgibbon and Kee. 25s.), one realises that much of the trouble that Miss Norris finds in Jamaica is a culmination of 300 years of colonial rule, some of it fairly shabby. The controversy, which concerned the method of suppression of a peasant uprising in 1865 in Jamaica by its Governor, was the prototype of the colonial issues of this century, like the Boer War, Amritsar, Suez and Nyasaland, in which British public opinion divides cleanly down the middle. In this case the dispute concerned such heavyweights as Carlyle and Tennyson in favour of the Governor, against figures like Bright, Mill and T. H. Huxley.

Miss Norris' criticisms of Jamaica clearly stem from a great attachment to the place. In JAMAICA (Ernest Benn. 52s.), a book of photographs by Francis Stoppelman, and JAMAICA WAY (Longmans. 7s. 6d.) with text by Philip Sherlock, one sees the reason for this attachment. These are both books for those intending to visit Jamaica with a real interest in its people.

M.K.W.

DIVIDED COUNTRY

Aspects of Kashmir

As a result of the visits last month of Mr. Duncan Sandys, Britain's Secretary for Commonwealth Relations, and Mr. Averell Harriman, United States Assistant Secretary of State, to India and Pakistan, the two countries agreed to make a new effort to resolve their differences over Kashmir. This, said a joint communique from Delhi and Rawalpindi, would enable the two countries " to live side by side in peace and friendship." It added that discussions with a view to reaching " an honourable and equitable settlement " would start at an early date. They would be initiated at the Ministerial level with a view to eventual conversations between Mr. Nehru and President Ayub.

The territory of Jammu and Kashmir lies in the north of the Indian-Pakistani sub-continent and is bounded on two of its borders by India and Pakistan respectively. In area 86,000 sq. miles (slightly smaller than Great Britain), it has a population of probably 5,000,000 with a preponderance of Muslims over Hindus. When Britain handed over power in 1947, the then ruler opted to join India but his right to do this was disputed by Pakistan. Both sides occupied areas of the territory. The matter was referred to the United Nations but successive U.N. Commissioners failed to achieve a solution and to date Jammu and Kashmir has remained uneasily partitioned. Now, the Chinese threat to the sub-continent has forced India and Pakistan to realise the need for settling their differences.

(*See also following pages*)

The road from Hunza to Gilgit in the north of Kashmir winds round rocks and crags

Dal Lake, near Srinigar, is one of the many beauty spots for which this land of magnificent scenery is noted

The view from Shankracharya Hill across Srinigar and the floating gardens of Dal Lake. **Below:** A valley near Baltit. The mountains in background are the border with China

Houseboats on a canal in Srinigar

The main street in Srinigar, one of the chief towns of Kashmir

In the remote vastness of the snowy peaks in the

DIVIDED COUNTRY

(*Continued from previous page*)

Left: A section of the Hunza-Gilgit road which runs through a valley

Karakoram range. **Below left:** Buses and lorries parked in a street in Banihal. The Banihal pass is in the mountains beyond. **Below right:** Planting rice near Srinigar

BRIAN VESEY-FITZGERALD

CROSSBILL IRRUPTION YEAR

This, as you probably know already, is a crossbill year. Of course, there are always some crossbills in Britain—the bird is resident over a wide area of the central Highlands of Scotland and in the Breckland district of East Anglia, and a few pairs remain to breed on the Greens and heaths of south-east England every now and again—but this is an " irruption " year.

In such years, which seem to occur roughly at three- to ten-year intervals (the last was in 1958-59), crossbills invade Britain from the Continent in summer in large numbers, and when this happens they may turn up pretty well anywhere. The really great irruption year seems to have been 1910, for this is the year you find specifically mentioned in all the record books from the *Handbook* to R. S. R. Fitter's invaluable *Pocket Guide to British Birds*. It was the great invasion of 1910 that gave us our resident population in Scotland and East Anglia, for large numbers then stayed on to breed in the following spring and their descendants are still with us.

The first sign of this 1962 crossbill irruption was on June 27, when the Warden of the Minsmere Bird Reserve in Suffolk saw a flock of about 20 on the reserve. Within two days, flocks of crossbills had been reported from Sussex, Surrey, Oxfordshire, Northamptonshire, Leicestershire and Fair Isle. Early on the morning of June 30; a flock of perhaps 25 was seen flying over Regent's Park in London, and by the end of July, crossbills had spread as far west as St. Kilda and other islands off the west coast. (I have culled this information from the monthly news bulletin of the Council for Nature.) I do not know how this irruption compares with previous ones, and particularly with that of 1910. It will, of course, be a long time before that can be judged properly. On the face of it, it would seem to be bigger than that of 1958-59. At any rate, this is certainly a crossbill year.

Now, I got quite excited when I first heard about this invasion, because, though the crossbill is resident in some parts of the country, it is not a bird with which I am familiar. I have seen crossbills but I have never had more than a fleeting glimpse. This, I thought, is my chance. After all, the books say that it is a bird of coniferous woods with, in Hampshire and Surrey, a particular liking for Scots pine. Well, I live on the Hampshire-Surrey border and there is Scots pine everywhere around. The hillside opposite the cottage, just across the narrow valley, is clothed with it. We even have a wood of Scots pine (true, a small one) of our own and the hut in which I work is on the very edge of it. Ideal conditions for crossbills and ideal conditions for watching them. I sat back and watched and waited. Needless to say, not a crossbill. All through August and September, not a crossbill.

And then, in the first week of October, a friend, living nine miles away, rang up to say that he had seen five crossbills, three cocks and two hens, around the lily pond in his garden. He had had a good view of them through glasses from a distance of not more than 20 yards. I heard no more about crossbills until October 21, when another friend of mine, living in this valley and no more than a mile away, sent me a postcard to say that she had twice seen eight crossbills, six cocks and two hens, in her bird-bath. Only a mile away—but, of course, by the time I got there, they had gone. And they did not come my way.

I had, in fact, given up all hope of seeing crossbills, had even given up watching for them, when they came. It was November 14 and I saw them only because I happened to look out of the window of my hut at just the right moment. I suppose that, had I not looked out at just that moment, I might well never have known that there had ever been crossbills in the garden. But there he was; a cock, looking very red in the early morning sunshine. He was on cotoneaster and no more than ten yards from the window. And soon I saw others. I do not know how many there were altogether. It is astonishingly difficult to count birds: they do not stop still long enough. But I think there were a dozen, with the cocks far outnumbering the hens, for I do not think there were more than three hens. They were there for perhaps ten minutes, flying between the cotoneasters and the fish pond, flying to and fro past the window.

Two things struck me particularly about them. The first was the size. These birds, the cocks particularly (but I suppose that is due to the colour), looked almost as big as hawfinches, though slimmer in build. The other thing that struck me was not so much the crossed-bill (though that was very plain at that range), but the fact that they clambered about the bushes and did not hop like other finches. Really, from the way they moved about the bushes, these might have been small parrots. And more than once I saw one using his beak, parrot-fashion, to aid him from one twig to another. They were quite silent in the bushes, but when they got down to the pond there was quite a lot of excited chirping. And then, suddenly, they were gone and I have not seen one since. It was not a massed flight, like starlings or sparrows—they just went.

But maybe this is a 1910 and some will stay to breed: perhaps in our wood. There is no harm in hoping!

Two crossbills perch on the edge of a bird-bath. **Right:** Crossbills feed their young in a nest in one of their favourite trees, a Scots pine. *Photographs by Eric Hosking*

PUBLIC SCHOOLS FOOTBALL

BEAUMONT v WHITGIFT

Beaumont College, on their home ground at Old Windsor in Berkshire, suffered a heavy defeat at the hands of their visitors, Whitgift. On the firm ground, the speed of Whitgift's inside centre, P. H. Kelly, showed that he was the danger man for the Beaumont defence. He scored himself besides having a hand in movements which led to two other tries before half-time. Three tries were converted by B. H. Allison. In reply, Beaumont scored one converted try. In the second half the home side quickly added a second goal, when their forwards followed up a high kick in front of the visitors' posts. But after that Whitgift went further ahead, scoring a try from a short penalty by B. R. Councell, who then went over again. The final score was 34—10 in Whitgift's favour. Features of forward play in this high-scoring game was the quick heeling by the Beaumont pack in the set scrums and the effective play of the Whitgift forwards in the loose and lineouts.

The Beaumont players watch as B. T. Allison converts one of Whitgift's tries

From a scrum G. A. Roberts (Whitgift) passes to S. J. Foster

G. Grant (Beaumont) is tackled by R. C. Wright

S. J. Foster (Whitgift) passes from a scrum. Right is G. Jago

J. Woodland (Whitgift) is tackled by F. O'Driscoll

TRAVEL

CHOICE OF SPRING CRUISES

By **GORDON COOPER**

As one nears the end of the year and one's thoughts turn to holidays in 1963 I feel "I dream that, as I wander by the way, Bare winter suddenly is changed to spring." (Before any reader writes to complain of misquotation, I would state I have merely altered the tense of what Shelley wrote.) Anyhow, spring will shortly be here, and how better can one get away from the chilly, dismal British climate than by taking a spring cruise, with rest, relaxation and sunshine as the rewards?

This coming season the range of spring cruises shows an ever-widening scope. While in this article I propose to list a number of cruising programmes, I suggest that in planning and deciding which cruise to book the assistance of a reliable and specialist travel agency is really necessary. Apart from reserving the best accommodation available at the price you wish to pay, you also get expert advice concerning the minor (but important) items of sea travel; in fact, everything you wish to know to give you a worry-free holiday. Also some possible alternative cruises.

Frankly, I think that the word "sunshine" used in many travel advertisements is not necessarily a guarantee that you will always get this powerful attraction. For instance, the other day I paid a visit to the Canaries, the "Isles of Eternal Spring," but, alas, on both Tenerife and Las Palmas, experienced spells of drizzly weather. Despite this occasional lapse, however, I think that for a short trip it is hard to beat the cruises offered by the Greek Line in the *Arkadia* to Madeira, Tenerife, Las Palmas, and sometimes one or two other ports of call. These cruises leave Southampton about every 12 days, and it is possible to stay in one of the ports I have named and pick up the next ship's call. Round-trip fares are from £78, but I strongly recommend that you choose a superior rating, for a berth in an inside cabin is not my idea of contentment on a holiday cruise. By Greek Line you have the opportunity of going out by sea and returning by air, while, in addition, there are certain cruises which feature Morocco and Portugal (Lisbon).

In conjunction with a call made by the *Arkadia* at Lisbon you can join the *Olympia* (Greek Line) on an extensive tour of the Mediterranean, with calls (and excursions) at 23 interesting ports. Lasting about 50 days (February 3-March 24), tours cost from £385. The price of organised excursions is an extra. I would also wish to mention the cruises by the *Empress of Britain* to the Atlantic Isles, Cape Verde (Azores), Casablanca, Tangier and Lisbon; sailings are on January 26, February 14, March 2 and March 18, with fares from £90 (14-day cruise) and £110 (17-day cruise).

The spring sees the renewal of the Hellenic cruises. Once again Swan's (with the Hellenic Travellers Club) offer a fortnight's cruise, which embraces Italy, Tunisia, Libya, Greece and Yugoslavia. Sailings are from Venice, and each cruise—for they continue throughout the summer—is accompanied by guest lecturers. Prices are from 105 guineas (including travel London/Venice and return).

Fairways and Swinford (with the Society for Hellenic Travel) also offer a cruise (April 6-22) to Greece, the Greek Islands, Asia Minor and Istanbul, with prices from 101 guineas. And the *Romantica*, a Greek ship, with Milbanke Tours as U.K. agents, provides a 15-day cruise Venice to Venice, with calls at a different port almost daily, including Corfu, Athens, Istanbul, Rhodes, Mykonos and Dubrovnik. The first departure is on March 24, and prices (from Venice) are from 75 guineas. The Nomikos Lines, too, offer twice-weekly sailings from April 1 to the islands of the Aegean.

Sailing on January 18 for a 37-day cruise is the *Batory* (Stelp and Leighton), with calls at Tenerife, Trinidad, Montego Bay, New Orleans, Haiti and Martinique, with fares from £150. Also touring into the Caribbean are the Royal Mail Lines, with sailings on January 10 and March 9, and the French Line, twice monthly until end of March.

The Holland-America Line offer a round-the-world cruise, leaving Villefranche on February 1: 84 days, with fares from £965. Then the P. & O.-Orient Lines start their summer programme with an Easter cruise (16 days) to Madeira, Tenerife and Casablanca.

The Royal Mail cruise liner *Andes* at Villefranche—the Royal Mail cruising programme in the Mediterranean next year starts on April 2

A leisurely time in the sun on the first-class sports deck of the Holland-America Line S.S. *Rotterdam*

here is a following cruise on the same ship, ie *Orcades*, for 14 days, sailing on April 28, ith calls at Villefranche, Naples and Madeira.

Oceanways have two interesting cruises om Venice on well-found Greek ships. Both ave Venice on April 6th, returning about two eeks later. One itinerary includes calls at thens, Antalaya (for the Turkish Riviera), eirut, Haifa and Rhodes. Passengers can, if esired, leave the ship at Beirut and proceed to erusalem (Jordan) for Easter, returning via srael to Haifa. There are no frontier probms during this Christian feast. The second tinerary is to the Greek islands and Izmir, ith an opportunity to visit Pergamon and phesus. Next week I will be writing about ese fascinating Turkish classical sites. Also orth noting for Eastern Mediterranean ruises are those offered by the Adriatica ships nd the Epirotiki Lines. Note, too, the aster cruise by the *Meteor*—an 18-day itinerary, with calls at many interesting ports, sailing from Nice, April 6, returning to Venice on April 24; the minimum rate is £120. The places of call include Sardinia, Tunis, Malta, Crete, Alexandria, Ephesus, Greek Islands, Delphi, Split and return to Venice.

Cornelder's Travel start their Botel cruises to the Dutch bulbfields in April, while another of their offers are 8-day Hellenic cruises from Venice weekly, calling at Dubrovnik, Corfu, Athens, Rhodes, Itea (for Delphi), and there are opportunities to stay 7 or 14 days at Dubrovnik, Corfu or Rhodes, returning by a later boat.

For many years now I have recommended Informal Travels as a specialist travel agent for sea holidays—both liners and freighters. For this coming spring they make two special recommendations: a bi-monthly voyage from London or Liverpool to the Canaries, with a short stay either in Las Palmas or Tenerife before returning to Britain by another ship. In some of the sailings, calls are made at Corunna and Vigo. The inclusive cost, with hotel accommodation in the Canaries, is from £72. The second suggestion, also by modern Spanish vessels having a good cuisine, takes you from Antwerp via Northern and West Iberian ports to Genoa, thence to Piraeus, Istanbul, Beirut and Port Said. These 3,000-ton freighters carry only 12 passengers each, and every cabin has its shower and toilet. The duration of the round voyage is 8-9 weeks, stays of 2-5 days are made in some of the ports, and the fare is only £155 (£15 extra for a single cabin), inclusive of the cross-Channel link.

Finally, when your travel agent asks you to book early, he is not trying to rush you into giving him business. Holidays on ships—voyages on cargo boats as well as luxury cruises—are popular and there is a big demand for them, and the choicest cabin accommodation often gets sold out. So be warned.

Directory

Swan's, 260, Tottenham Court Road, W.1.
Fairways and Swinford, 18, St. George Street, W.1.
Milbanke Tours Ltd., 164, Piccadilly, W.1.
*Cooks, Berkeley Street, W.1.
*Stelp and Leighton (*Batory*), 9, Fenchurch Buildings, E.C.3.
*Cornelder's Travel, 27, Leadenhall Street, E.C.3.
*Erna Low Travel Service, 47, Old Brompton Road, S.W.7.
Oceanways, 23, Haymarket, S.W.1.
Nomikos Lines, 105, Bishopsgate, E.C.2.
*Informal Travels, 45, Queensway, W.2.

For all other bookings apply to your travel agent or to those firms marked with an asterisk.

The first-class games deck of the P. & O.-Orient *Arcadia*. **Below:** The first-class swimming pool on the *Canberra*

BOOKS

SOMETHING FOR ALL TASTES

From eminently readable anthology, humour and biography to recent novels

I made the mistake, the other evening, of taking ENCORE—*The Sunday Times Book* (Michael Joseph. 25s.) to bed with me and in consequence spent the greater part of the night reading. In one big but manageable volume is packed such a variety of good things, so well chosen and contrasted that it should solve any Christmas present problems, supposing one's friends to be both literate and adult. The common denominator of the articles, profiles, excerpts and short stories is that they have all appeared during the past few years in the newspaper in question and that they have all been worth putting on permanent record, whether they consist of Mrs. Ernestine Carter's typically zippy comments on Paris collections, Sir Kenneth Clark on Berenson, Mr. Pope-Hennessy on Queen Mary's reactions to the Abdication, Mr. Peter Sellers in a monologue noted by Miss Dilys Powell or Lady Diana Cooper on *Pleasures and Pains*. It is a rich and fascinating collection, and almost compulsively readable.

PRIVATE EYE ON LONDON (Weidenfeld and Nicolson. 16s.) is an elaborate and, in the main, successful joke about a little man called Gnittie who comes up from the country to find out about the lives which rich, famous and influential people are leading in London. With photographs by Mr. Maurice Hatton and drawings and text by Mr. Christopher Booker, Mr. William Rushton and Mr. Richard Ingrams, the book is pert, irreverent, topical and sometimes funny.

The first edition in English of Alexandre Dumas' account of the attempted escape of Louis XVI and Marie Antoinette has just been published and I recommend it to you as a short piece of succinct narrative by a master. THE FLIGHT TO VARENNES (Alston. 15s.) can —and should—be read at one sitting. Indeed, it is exciting enough to make interruption intolerable and lucid enough to be read as if it were " hot " contemporary news.

M. Henri Perruchot, who has written the biographies of Cézanne and Toulouse-Lautrec, now gives us MANET (Perpetua. 42s.), the story of a life that was basically different from those of his artist friends. For though the essence of art is revolutionary and painters are by nature rebels, Manet was at heart a conformist who remained a reluctant leader of the Impressionists and would always have preferred his success to come to him by conventional ways. In the event he was the focus for a series of scandals in the world of art as in the world of society though such was the quality of his painting that he was recognised, long before his early death, as one of the truly great and mourned as a very real loss to the nation. M. Perruchot's book, incidentally, gains from being read in conjunction with the Cézanne biography, particularly.

Princess Mary of Modena was 14 when it was arranged that she should marry James II of England, then Duke of York. They first met at Dover when, as she afterwards confessed, she was not greatly taken by him though she felt an instant and lasting sympathy for his brother, Charles II. But Mary in time found James a kind man and a good Catholic and certainly she was to him a matchless wife. MARY OF MODENA (Hodder and Stoughton. 35s.) is the story of this impeccable and touchingly loyal lady, told by Miss Carola Oman, which is to say that it is, and will remain, the definitive biography, since it is highly unlikely that subsequent writers will improve on Miss Oman's scholarly breadth of research, dignity and clarity of expression or flair for the *mot juste*, as when she writes of James that he was " a slippery man, but munificent."

THE GIRL OF THE GOLDEN WEST—In a scene from Puccini's opera at Sadler's Wells are Elizabeth Fretwell as Minnie and Raimund Herincx as Jack Rance. The opera was given its first performance at Sadler's Wells last week—it was last seen in London in 1917

From *Inside Europe* to *Inside Asia*, Mr. John Gunther developed and expanded a formula of his own in writing of history in the making, and mighty successful it has been. Now, in THE STORY OF THE INSIDE BOOKS (Hamish Hamilton. 12s. 6d.), he explains how it all came about and how he organised his research, logistics and travelling —all of which could be summed up in the one-man expedition of John Gunther.

Mr. John Bratby's books, two so far, have always hovered somewhere between the personal and the fictional. BRAKE-PEDAL DOWN (Hutchinson. 30s.) is no exception from the established pattern and is an undisciplined, readable, lusty account of the adolescence and young manhood of a painter, who loves life as painters do, but tries to impose his own tight little pattern on it. Illustrations by the author.

" *The years like great black oxen tread the world* " and this great line of Yeats' has been used by Miss Naomi Jacob for the title of her new novel which has a setting of her native Yorkshire and a story in which time and its slow passing is an essential part. GREAT BLACK OXEN (Robert Hale. 15s.) shows

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GREAT BUILDERS

Eighteenth-century patrons and architects

Taking the view that " architecture wholly unleavened with historical association is unpalatable stuff, " James Lees-Milne, presents a nicely balanced mixture of the two in his account of the lives and works of five great patrons of eighteenth-century art, Allen Bathurst, 1st Earl Bathurst, Henry Herbert, 9th Earl of Pembroke, Richard Boyle, 3rd Earl of Burlington, Edward Harley, 2nd Earl of Oxford, and Thomas Coke, 1st Earl of Leicester. EARLS OF CREATION (Hamish Hamilton. 35s.) is the story of these five amateurs, living in a revived Palladian era, who were the creators of five superb domains. The greatest was undoubtedly Burlington, whose architecture, exemplified in Burlington House, Chiswick House, and the Assembly Rooms at York, marked a turning point in eighteenth-century style. The most endearing was perhaps Bathurst, maker of Cirencester Park, a gay Lothario in his younger days whose long life extended from the reign of Charles II to that of George II, from 1687 to 1775. It is recorded on one occasion when the Earl's abstemious, hatchet-faced Lord Chancellor son had withdrawn from the dinner table, the sprightly nonagenarian father declared " Come now, the old gentleman's gone, let us crack another bottle." All five of these noble Palladian lords had at least one famous friend in common, Alexander Pope, whose doings and sayings run through these pages like a golden thread. The fifth Earl, chosen by Mr. Lees-Milne, was Thomas Coke, creator of Holkham, and the account of his youthful grand tour of Europe, which lasted nearly six years, is a fascinating commentary on the travel habits of the age. It was on that tour that Coke met William Kent and an historic partnership evolved.

Four of the five Earls, who wrought so magnificently on their great domains in the English countryside, also loom large in John Summerson's GEORGIAN LONDON (Pelican. 7s. 6d.). It was in this era, Sir John declares, that London transformed itself into a great imperial capital. The Georgian period really began, he says, with the building boom which followed the Treaty of Utrecht and continued to the end of the boom signalled by Waterloo. This is a revised reprint of a valuable introductory volume, sweeping in its survey but detailed in its discussion of examples of Georgian building and of the work of the great estates which operated in and around London's court suburb and the central area. It is a pity that so much of Georgian London is disappearing at a greater speed than it can be properly recorded.

The eighteenth century in the realm of domestic architecture was no less fruitful in France than it was in England. It was a time when many of the nobility were seeking to get away from the stifling atmosphere of the court; and so there came into being *les petits châteaux*, the small houses or pavilions which were in such marked contrast to the great domains. In LES PAVILLONS (Hamish Hamilton, 73s. 6d.) Cyril Connolly and Jerome Zerbe re-create these charming pleasure places made for dalliance, for conversation and for good living, places where philosophers, aristocrats, writers and painters gathered in a get-away-from it-all atmosphere. Jerome Zerbe has produced a magnificent series of photographs of interiors and exteriors, and the partnership with Mr. Connolly has been notably successful.

RUINS IN JUNGLES (Hamish Hamilton. 63s.) is another illustrated volume planned on a generous scale. Stella Snead, making lavish use of a fine selection of her own photographs, takes us to India, Burma, Thailand and Laos, to the heart of Central America, to places where the deserted buildings of previous ages now wrestle with the encroaching jungle. The author's text is brief and very much to the point, aiding and abetting her most revealing camera work. Raymond Mortimer has written the introduction.

John Tickner's horse books have a great following, and they are always hilarious. TO HOUNDS WITH JOHN TICKNER (Putman. 12s. 6d.) is no exception. His zest for sporting mischance and disaster is endless.

Here are two new books for the garden lover. GARDENING WITH ALPINES (John Gifford. 21s.) is by Stanley B. Whitehead, who explores ways in which these plants can be used with greater versatility. He has some valuable hints to offer on the uses of stone in devising walls and paving terraces. Louis N. Flawn's PLANNING YOUR VEGETABLE GARDEN (John Gifford. 18s.) is addressed particularly to the beginner, and has some most helpful illustrations.

Richard Edmonds

this admirable story-teller at her best and would be a good book to choose if one were introducing anyone to her writing for the first time. It has warmth, compassion, a tough kind of humour and, always, the ability to carry a plot without lagging or delays.

THE GODFATHERS (Hutchinson. 18s.), by Mrs. Jean Ross, is announced as a novel of relationships, and so it is, almost overwhelmingly. The setting is Perthshire, a county which the author depicts from what is surely special knowledge, but the greater part of the story is occupied by the chess board moves of a group of friends and families in that district; fictional certainly, but behaving with all the unpredictability of real persons.

ADVENTURE LIT THEIR STAR (Macdonald. 18s.) is a reprint of Mr. Kenneth Allsop's 1949 prize-winning book about a species of bird new to this country, the little ringed plover, who established themselves here immediately after the war. The better part of Mr. Allsop's story is factual and the rest has a light curtain of fiction.

One of the most difficult tasks a novelist can set himself at this moment in time must be to write an objective, unromantic story about present-day South Africa. This has nevertheless been achieved by Miss June Drummond, whose A TIME TO SPEAK (Gollancz. 18s.) is as detached a piece of work as one could reasonably expect from a writer who has herself been involved, if only theoretically, in the question. The restraint is of style, not political motives, and the result is an immensely readable book.

Vernon Fane

OIL AND POLITICS

Seven integrated international companies—Standard Oil of New Jersey, Royal-Dutch/Shell, British Petroleum, Gulf Oil, Texas, Standard Oil of California and Socony Mobil Oil—dominate the world oil business. None of them is noted for the simplicity of its operating procedures or its willingness to be completely open about its own affairs. To the French, they are Le Club. But their very size, their involvement in the politics of many countries, and the romance of their operations in producing wealth from apparently barren land) make them fascinating to the general public. One of the first books to present an objective assessment of the industry is OIL COMPANIES AND GOVERNMENTS (Faber. 36s.), by J. E. Hartshorn, industrial editor of *The Economist*.

His book divides into two halves. The first part is a disquisition on the business structure and behaviour of the oil industry and the economics of its price mechanism. Of necessity, parts of this are hard going: the very complexity and interlocked nature of oil producing and refining needs intricate and involved argument in explication. The second half of the book describes the oil industry in its habitat of having to live with more than one Government at a time. Increasingly, Governments, whether of countries where oil is produced or where it is marketed, are becoming concerned in the business, constricting the activities of the companies engaged. The stakes are after all high—for instance, Kuwait, a tiny Middle East Sheikdom and the largest producer of oil in the Middle East, gains most of its income from oil. In 1960 this income was working out at about £500 a year for each Kuwaiti national. Today, in a very real sense, the politics of the Middle East are based on oil. This commodity is not only an El Dorado for poor countries getting richer from it. Oil is now replacing coal as the world's dominant fuel. Mr. Hartshorn's extremely up-to-date report details the importance of oil in world politics and goes far to explain the sometimes puzzling behaviour of both the international companies and the countries involved.

Jolyon Wimhurst

Chip (Gerard Blain), Kurt (Hardy Kruger) and Sean (John Wayne) and helpers lower a caged animal onto their truck

Dallas (Elsa Martinelli) tries to stop her three pet baby elephants from joining her in bed

HATARI!

at the Plaza from December 13

A big, spectacular film, *Hatari*, produced and directed by Howard Hawks for release by Paramount, is the story of a game-catching unit in Africa. The film was shot mainly on locations in Tanganyika, including the plains near Lake Manyara, Ngorongoro Crater, the Serengeti Plains, and the wells at Naberara. Hollywood has long had a penchant for safari films—this one is different in that the purpose is not to shoot game but to catch them. Despite a large cast, headed by John Wayne, Hardy Kruger, Gerard Blain, Red Buttons and Elsa Martinelli, the main attractions of the film are the scenes of wild animals and the arduous life of the game catchers. *Hatari* by the way is Swahili for danger.

Members of the catching unit led by Sean in Tanganyika rope a captured rhinoceros

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

A. H. White

Mr. Alexander H. White, C.B.E., Deputy Chairman of Lithgows Limited of Port Glasgow, was elected President of the Shipbuilding Conference in October, 1961, and re-elected last October for a further term. Educated at Govan High School, the Royal Technical College and the Athenaeum, all in Glasgow, he began his career with the Fairfield Shipbuilding and Engineering Co. in the same city, in the design and estimating department, and went on to control the estimating and buying departments. In 1940, he went to the Admiralty as personal assistant to the late Sir James Lithgow, an appointment which was followed by those of Regional Officer for Scotland of the Merchant Shipbuilding Division of the Admiralty, and of Assistant Director of the department, where he was in charge of Materials and Priorities. At the end of the war, Mr. White accepted an invitation to become Secretary of Lithgows, in Glasgow, and was appointed in turn a Director, Managing Director, and Deputy Chairman. He is also a Director of a number of Lithgow companies, notably Lithgow Group Ltd., the Fairfield Shipbuilding and Engineering Co. Ltd.; and Wm. Hamilton and Co. Ltd. He is also a Director of Scottish Ore Carriers Ltd., St. Andrews Shipping Co. Ltd., and is Chairman of Dornoch Shipping Co. Ltd. and Nile Steamship Co. Ltd. Mr. White is a Fellow of the British Institute of Management and was made a C.B.E. in the Birthday Honours List of 1959. His hobbies are reading and golf. One of his chief spare-time interests has been the Lithgow Club in Port Glasgow. When he joined the company, the club had 200 members and only one room in the works canteen. Today, largely due to his planning and encouragement, it is one of the largest and best-equipped industrial clubs in Scotland. Married, with a married daughter, Mr. White lives in Kilmacolm, Renfrewshire

THE PIPELINES ACT IN PRACTICE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

It was inevitable, as soon as the new Pipelines Act became law early this autumn, that the Government would be faced with a number of applications to lay oil pipelines across Britain. A variety of proposals had been announced while the measure was passing through Parliament, and had been held in abeyance awaiting Royal Assent to the completed Bill. It was perhaps not inevitable, however, that the Minister of Power should so soon be faced with two applications to lay pipelines over virtually the same route, and forced to choose between them.

The logic of oil movement in Britain, however, is as clear to any one group as to another. This is a country in which commercial pipelines have not as yet developed rapidly, in spite of the fact that our total consumption is among the highest in the world for such a population. They have not developed rapidly because some of the other forms of oil transport in and around Britain are well suited to our circumstances. Much of our consumption of petroleum products takes place fairly near the coast, and the very shape of Britain means that few areas are very far from the sea.

As standards of living and rates of oil consumption have gone on rising, however, one area of massive consumption has developed that by British standards is fairly distant from the sea, the industrial Midlands. The Birmingham and Coventry area is one of the most rapidly developing areas in Britain; it can be served either from the Thames Estuary or from Merseyside, on both of which oil refineries and import terminals continue to cluster. But in neither case is surface transport particularly convenient or cheap.

Two pipeline projects that have now been put before the Ministry, therefore, seek to build lines that would link up these two major centres of oil supply and allow for oil to be taken off at any point between them. Such a linked system would allow for movement in both directions from the end of the line, into bulk oil depots at different points in the centre of the country.

The first project of these two has been announced for well over a year: a City development company, Trunk Pipelines Ltd. was formed to promote its construction. In this case the developer would be a pipeline company as such, laying and operating the line as a means of transport open for use on contract by all oil companies with which the promoters made transport agreements. The line would follow the routes of British Transport railways or canals, where wayleaves already exist, and no lengthy process of negotiation with landowners over whose property it would pass would therefore be necessary. Trunk Pipelines says that it has " letters of intent " from quite a number of the smaller oil companies operating in Britain, including some of the newcomers who have appeared on the British market only in the last few years. If its line is built, these companies would be ready to do business with it in moving their oil products across the country.

Trunk Pipelines Ltd. has not confined its promotion of this line simply to the smaller companies; it approached all the larger established suppliers of oil in Britain. The largest ones, Shell-Mex and BP and Esso, considered its proposal, and fairly early on informed it that they were not prepared to support this particular pipeline project. Last month they came up with their own proposal to the Minister.

This oil company pipeline also runs diagonally across Britain, linking up the same terminal areas, though the actual route taken is quite different. The two routes are not necessarily far apart; but the major companies' pipe takes a somewhat straighter route than that proposed by Trunk Pipelines—at the cost of having to negotiate with landowners all the way along the 300 miles of route, while Trunk Pipelines avoids this at the cost of a slightly less direct route following railways and canals.

The big oil companies' decision not to co-operate with the pipeline company's proposal, however, does not arise merely from the fact that they think its route, technically, is not as good as could be chosen and as they themselves now have chosen. These companies are integrated from the oil well right through to the petrol station; all of their intricate organisation in between is geared tightly for operations that they are constantly adjusting to achieve the lowest cost, having regard to all the considerations affecting the many stages of their business. They want the movement of their products from refinery to wholesale and retail selling points, as virtually the final stages of this whole progression from crude to consumer, to be wholly under their own control and management.

A pipeline, to these companies, is not simply a means of transport, but one of the integrated links of their oil business. And they are extremely reluctant to rely for its operation upon a specialised form of transport company. There is a point about costs and charges here. At the outset the costs of movement by pipeline across Britain might not be much cheaper than alternative forms of transport, because either developer would need to lay a line related to estimates of the volume of oil products expected to be moving several years hence. In its early years the line would inevitably be utilised to less than its full capacity, and utilisation is the main determinant of cost in pipeline transport. But as transport built up there would be steady savings in cost.

Who would get the savings? If the pipeline company had made the investment, it would reasonably expect to get the bulk of the savings; its customers would no doubt be able to bargain to share these, but their price would always depend largely on the price of road or rail movement, their alternatives. The established oil companies would like to make the investment themselves and have the eventual savings accruing to themselves. In either case, one could hope for some of the savings to be passed on to the customer—probably in restraining the growth of oil prices, possibly even in contributing to cutting prices—through the normal competitive process. But the prospects of increasing competition in the British oil market are such as to make every established supplier wish to have as much in hand as he can to meet undercutting from newcomers trying to break in.

The new Pipelines Act is likely to preclude the laying of more than one pipeline over any given route, in the interests of amenity; it requires the Minister to avoid duplication of lines, and empowers him in granting a permit to any line to require it to make provision for other suppliers as well, if necessary by increasing its planned capacity. He can ensure, in either case, that the line shall carry oil for suppliers who are not engaged in developing the line, without undue discrimination and at reasonable charges.

In practice, in neither of these projects is this in dispute. The Trunk Pipelines line would be a " common carrier " means of transport, open to move the oil of all comers on similar terms. The major companies' line would not formally be a " common carrier "; on the other hand, it would provide for constant or even sporadic use of the line for other suppliers' oil, either by these other companies taking an interest in the financing of the line, or on more casual terms. The capacity of the line they wish to lay would be much less than fully utilised for some years, so that there would be room for the movement of other people's products. As these companies have observed, at present those groups supporting this line supply some 95 per cent. of all the oil products in Britain, so at present the spare capacity required for competitors would not be immense.

Over the next few years, admittedly, competition in the British oil market appears certain to grow rapidly. A number of sizeable newcomers are now developing terminals and planning refineries; several new names are already becoming known to the motorist as petrol suppliers. The terms of the Pipelines Act forbid any discrimination by one group of competitors against another; even so, management of this link in the integrated chain, and the terms on which outside suppliers have access to the transport and the savings that a pipeline can offer, must have some competitive significance. Mr. Richard Wood is not altogether to be envied in having to make up his mind between these two new pipeline systems.

Four 5 ft. diameter steel intake pipes, which form part of the Guneid Irrigation Scheme in Sudan, on the Blue Nile some 90 miles from Khartoum. The scheme also involves three delivery pipes, a surge tank and a 3,600-ft. long pipeline. These were made and erected for the Ministry of Irrigation and Hydro-Electric Power in the Republic of the Sudan by Robert Watson and Co. (Constructional Engineers) Ltd. of Bolton. Consulting engineers for the scheme were Sir Alexander Gibb and Partners

Launch of H.M.S. *Aurora*, a Leander class frigate, at John Brown's yard on Clydebank, at the end of last month

SHIPBUILDERS READY FOR THE FUTURE

By **R. B. Shepheard, C.B.E.,**

Director, The Shipbuilding Conference

The riverside at Wallsend-on-Tyne, with t docks of Swan, Hunter and Wigham Richards

The 50,000-ton tanker *British Lancer*, built for BP, just before launching this autumn at Harland and Wolff's Musgrave yard at Belfast. To the right is an 80,000-ton tanker under construction for Norwegian owners

For more than a century the British shipbuilding industry has made an essential contribution to the economic life of our island nation. By its work the United Kingdom built up the greatest merchant fleet in the world and a Royal Navy on which our safety and prosperity have depended.

All through its history the industry has had remarkable variations in fortune. It has experienced booms and slumps, but no matter how deep the depression it has always emerged to rise to greater peaks of achievement.

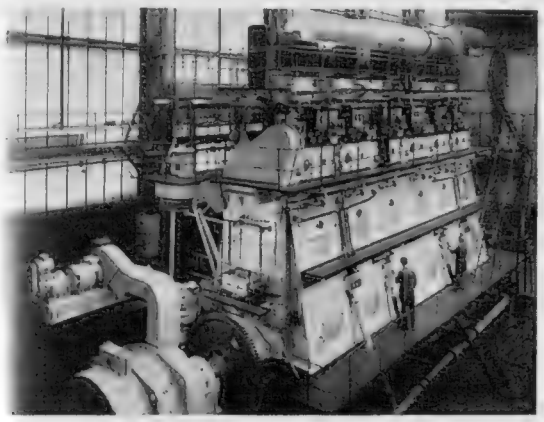
Its greatest period of trial was that of the 1930's when the world demand for shipping was reduced to negligible proportions and the British output of new tonnage fell drastically—in 1933, in fact, to less than a tenth of a year's normal production. In the course of five years many well-known firms disappeared from the scene and the nation's shipbuilding capacity was reduced by at least one-third.

Yet in the seven years 1939-1945 our shipyards turned out 1,672 merchant ships of more than seven million tons gross and something like 2,500 naval ships ranging from battleships, aircraft carriers, cruisers, destroyers and submarines to the innumerable small types of craft which played a vital part in the war effort.

Even in the adverse times of the 1930's British shipbuilders were preparing for a brighter future, and they initiated a new system of building which was to revolutionise production—the combination of welding and prefabrication. The first benefits of that revolution were dramatically proved during the Second World War when the U.S.A. applied the new techniques on a vast scale in their rapidly developed building establishments which, in the four years 1942-1945, turned out at least 40 million tons gross of much-needed merchant shipping.

When shipyards in the combatant countries of Europe and in Japan were brought back into production in the 1950's their layout and plant were remodelled on the assembly-line principle for which the combination of welding and prefabrication was ideally suited, and the world launching figures soared from three million tons gross in 1938—the highest output in the ten years before the war—to a record

haling factory ship *Baleana* about to leave one of the four dry ne of the most up-to-date repair centres on the North-East coast



A 67PT6 Doxford Marine Oil engine on the test bed at he Sunderland works of Wm. Doxford and Sons

A fabricated bow section ready to be transferred to the building berth at Lithgow Ltd. at Port Glasgow

of 9,270,000 tons gross in 1958. It was not only a case of adapting existing shipyards; new establishments were laid down in the light of the latest technical knowledge.

The transformation of British shipyards to meet the newer conditions was less spectacular. As their facilities had escaped largely unscathed during the war years and as they were called upon to meet an urgent world-wide demand for new shipping, their reconstruction schemes, which had been planned even before the war ended, had to be carried out more gradually. Under skilful planning, however, they were reorganised without disturbing an average output of 1.4 million tons gross.

Their post-war record is, in fact, unchallengeable. In the 16 years from the beginning

(*Continued on page 432*)

The prefabricated bulbous bow of the *Transvaal Castle* is fitted into position during the construction of this liner

Draughtsmen at work in the main ship-drawing office of Cammell Laird's shipyards on the Mersey

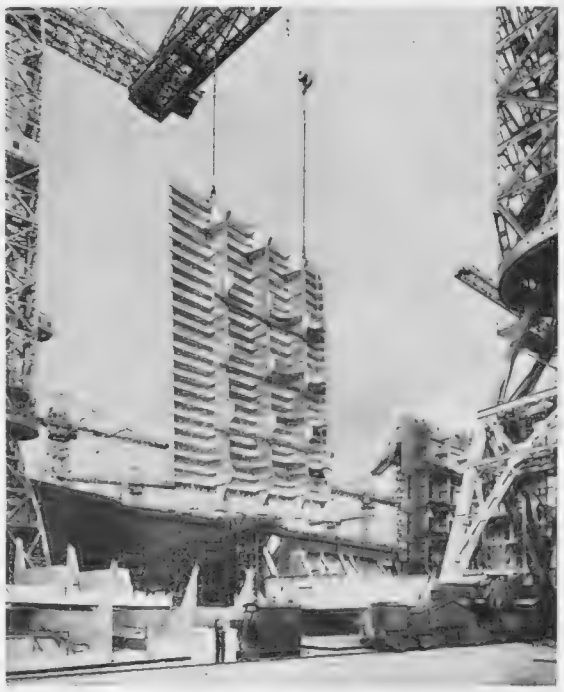
An early stage in the construction of a 49,000-ton deadweight tanker for the BP Tanker Company in the yard of Hawthorn Leslie at Hebburn-on-Tyne, County Durham

SHIPBUILDERS READY FOR THE FUTURE

(*Continued from previous page*)

of 1946 to the end of 1961 they completed 5,399 merchant ships of more than 21 million tons gross altogether. That total included 670 tankers and 1,288 dry-cargo ships totalling together almost 16,600,000 tons gross and 216 passenger and passenger-cargo ships exceeding two million tons gross. The value of that merchant shipping was of the order of £2,340 million. In addition they completed naval craft with a shipbuilding (as distinct from a fully operational) value of £325 million, and carried out merchant and naval repair work valued at £1,000 million—an impressive total of £3,665 million and an outstanding contribution to our post-war economic welfare.

One great feature of British shipbuilding activity which is often overlooked is the building of what are loosely termed "miscellaneous" craft. In the 16 years mentioned they numbered 2,634 vessels totalling 923,000 tons gross. They included such widely diversified craft as cable ships, train and car ferries, dredgers, trawlers, lightships, tugs, research vessels, and sections of ships sent abroad in crates and bundles for reassembly and fitting-out on inland lakes and waterways high above sea-level. No other shipbuilding nation can claim such a great variety of tonnage.



A prefabricated section for a large tanker is swung into position in Harland and Wolff's Belfast yards

At the Barrow-in-Furness yard of Vickers-Armstrongs, th tanker to be built in Britain. The giant has been ordered b

In the post-war period two international crises developed which had a great bearing on both British and world shipbuilding—Korea and Suez. Both brought in their train a colossal demand for shipping, and led to great expansion of capacity overseas—not only in countries in which the industry was an established factor in industrial life, but in the growing number of emergent nations where the development of shipyards and a fleet of merchant ships was regarded as of prestige value, however uneconomic. The result has been the creation of facilities capable of an annual output of 10 to 12 million tons gross, when five to six million tons each year would be sufficient to replace existing fleets and provide the new tonnage necessary for a reasonable growth of world trade.

Although the British industry's total order book exceeded seven million tons gross at these two periods of crisis, shipbuilding managements steadfastly held to their objective of improving efficiency rather than increasing capacity. In those boom times they were subjected to criticism for not laying down new shipyards, but their policy was farsighted and has been justified by subsequent events. The inevitable drastic falling away of demand began to show itself in the closing months of 1957, and for several years now there has been the spectacle all over the world of too many shipyards chasing too few orders.

In this welter of excess capacity and restricted demand British firms have demonstrated their ability to secure a share of the limited amount of new contracts where the competition has been on equal terms, but important orders which they had hoped to secure have been wrested from them by the operation of subsidies and other financial inducements by their competitors. Unfortunately, as elsewhere in the world, their work in hand is being reduced rapidly, some smaller shipyards have gone out of business and the threat of large-scale unemployment is hanging over the heads of those engaged in the industry. Indeed, this is already a reality. The numbers of those engaged in shipbuilding and ship repairing fell from 126,000 in 1956 to about 88,000 in the later months of this year, and over the same period there was a reduction of 18,500 workers in marine engineering.

At the end of September the total work in hand in British shipyards amounted to 2.1 million tons gross, with an estimated current value of £277 million. About 1.3 million tons was in the course of building, with some 800,000 tons remaining on order as work for the future. Some of these outstanding orders, notably two tankers each with a carrying capacity of 100,000 tons, will not provide employment for some time as these ships are not required by their owners for delivery until 1965-1966, and the construction of other tonnage has been delayed—until there are signs of an improvement in the freight markets.

The outlook for British shipbuilding in the early future is, therefore, by no means cheerful, but managements are doing their utmost to secure more work by a sustained sales effort, by pruning prices to a degree which will barely cover establishment charges far less hold out

A recently installed "Asquith" turning and boring mill at the John Brown yard on Clydebank

The coastal minesweeper H.M.A.S. *Hawk* was commissioned in a ceremony last summer. She was converted by Brooke Marine Ltd. for the Royal Australian Navy

Another vessel from the Brooke Marine yard is the pilot vessel *Preceder* which was constructed for Trinity House. She was launched in the summer of last year

el is laid ... the first 100,000-ton and is due for completion in 1964

Welders at work on *Dreadnought*, Britain's first nuclear submarine, constructed by Vickers-Armstrongs

The *Lucigen*, a 19,320-ton deadweight tanker built for H. E. Moss & Co. by Smith's Dock Co. of Middlesbrough. She was completed in October of this year

ıe prospect of profit, and by seeking the co-operation of their workpeople at all levels in the economic operation of modern equipment. It cannot be too often emphasised, however, that the shipbuilder himself is responsible for only one-third of the total cost of a new ship. Materials from sub-contracting firms account for two-thirds of the cost of the average ship, and today these suppliers, whose prosperity is linked with the future of shipbuilding, have a key part to play in keeping costs within bounds, and indeed endeavouring to reduce them. Further, the Government have been kept continuously informed of the many problems which confront our industry, both in the national and international fields.

All these matters are the constant concern of the national organisations whose membership is made up of more than 100 firms engaged in the construction of ships, their propelling machinery, and their repair and maintenance in service. Some companies are shipbuilders, engine builders and repairers; others carry out two or only one of these activities.

The protection and safeguarding of the general well-being of British shipbuilding and the fostering of its commercial and economic interests are the objectives of the Shipbuilding Conference, the national commercial association of the industry. Affiliated organisations are the National Association of Marine Engine Builders and the Dry Dock Owners and Repairers Central Council.

Co-operative research work in the industry is financed primarily by the Shipbuilding Conference and to a smaller extent by the Government through the Department of Scientific and Industrial Research grants. This is carried out by the British Ship Research Association, responsible for prosecuting research into naval architecture, all branches of marine engineering, nuclear energy applied to merchant ship propulsion, and ship production processes. Plant for full-scale testing of complete marine steam turbine installations up to 60,000 shaft horse power is included among the facilities available at the Association's Wallsend-on-Tyne Research Station. The scope of these joint researches greatly exceeds that of our competitors abroad. In addition, the principal United Kingdom marine turbine builders have combined together in a commercial organisation, known as Pametrada (the initials of Parsons and Marine Engineering Turbine Research and Development Association)—whose work of designing and developing marine turbines (steam and gas), gearing and condensers is undertaken in close contact with the British Ship Research Association, and who employ the facilities at the Wallsend Research Station for full-scale testing of prototypes.

Labour relations, production and working conditions in the industry are dealt with by a number of associations in the various shipbuilding and ship repairing districts. On a national basis these questions are dealt with by the Shipbuilding Employers' Federation, to which the district associations are affiliated.

The shipbuilding and associated industries in the United Kingdom, while passing through a period of severely restricted demand, are, nevertheless, facing the future confidently.

(*see also following page*)

Pfeil—a fast patrol boat built by Vosper Ltd. for the West German Navy

ALL KINDS FROM BRITISH YARDS

The passenger/vehicle ferry *Osborne Castle* built by John I. Thornycroft

General cargo liner *Beaverpine* built by Burntisland Shipbuilding for Canadian Pacific

The anti-submarine frigate *Taranaki* built by J. Samuel White for New Zealand

Brandon Priory—a 35,000-ton tanker built by Hawthorn Leslie for Warwick Tanker

INDUSTRY AND THE STOCK MARKET

BIGNESS PAYS

By "THE SPHERE" CITY CORRESPONDENT

Britain's large companies are increasing their relative importance in industry, they are expanding faster than the average and they tend to rely on outside finance rather than on their own funds. This is the conclusion that emerges from a new comprehensive study by the Board of Trade, covering the 2,600 largest manufacturing companies operating in this country. This study, which analyses all companies with assets of more than £500,000 at the end of 1960, throws up important lessons for industry and for investors.

The five largest manufacturing companies in Britain are shown to be Imperial Chemical Industries, Unilever, Imperial Tobacco, Courtaulds and Bowater. (Banking and property firms, and companies operating mainly overseas, are excluded.) In the three years reviewed by the Board of Trade these and other large companies increased their share of all companies' assets, significantly, from 51 per cent. to 54 per cent.

This was done partly through the large companies' greater efficiency, measured in terms of earnings related to the capital employed in the business. Having shown that the large companies expand fastest, the Board of Trade also demonstrated that of these fast-growers (namely, those companies that added more than 20 per cent. to their assets during 1958-60) about half earned 40 per cent. or more on the capital employed in the business. Only one in twelve of the smaller slower-growing companies managed to achieve this level of profitability.

The other way in which large companies increased their importance was through take-overs. Between 1958 and 1960 no fewer than 450 companies lost their stock exchange quotation, mainly because of take-overs and amalgamations.

For investors, history cannot be an infallible guide to share buying for prospective growth, but the record of large companies is impressive enough. Among all Britain's large companies, one of the most attractive for investment must be reckoned Imperial Chemical Industries. After its second half 1961 profits had suffered from general stagnation in industrial output, I.C.I. reported a sharp improvement for the first half of 1962. In the current half year Mr. S. P. Chambers and his co-directors have forecast that profits would improve—this was estimated at the time of their unsuccessful bid for Courtaulds. I.C.I. have consistently shown a greater expansion rate than industry as a whole and their growth prospects should be further improved by Britain's entry into the Common Market. A massive new £100,000,000 chemical complex is already under construction at Rotterdam.

Outside chemicals, metal and engineering emerged as one of the sections where companies earned, on average, higher profits on their assets than industry as a whole.

One of the leading large companies in this sector is Guest Keen and Nettlefolds, who rank seventh in the Board of Trade classification. Guest Keen, whose interests range from steel production to a wide range of general engineering products, recently announced that 1962 profits will not prove very different from last year's. In the City this was reckoned an encouraging performance, as the steel industry has faced a sharp drop in output and as Guest Keen have stated that their 1962 depreciation will be increased by £1,000,000. A repeated 16 per cent. total dividend now seems likely.

While the Board of Trade figures throw new light on Britain's large companies, the analysis also reveals that several smaller companies earn high returns on their assets. I.C.I. and Guest Keen, for example, earned 14 per cent. and 18 per cent. respectively, or well above the industrial average. But even these profit rates look small alongside the 60 per cent. reported by Polycell and 55 per cent. shown by Holt Products.

Polycell, whose profits trebled during 1958-61, specialise in " do-it-yourself " wallpaper adhesives, paint strippers, and so on. Mr. F. S. Smith, the City merchant banker who heads the board, paid a 25 per cent. dividend for 1961—only three years previously ordinary shareholders had received no dividend at all. Reporting early this year, Mr. Smith stated that sales were showing a substantial increase, and the City is expecting further good results for the year just ended.

Holt Products, the other smaller concern to show an above-average assets yield, specialise in chemical products for sale to motorists, such as anti-freeze, cleaning compounds and de-icing products. Holt shares were marketed as recently as 1959 but since then profits have risen by about half, to just under £170,000 for the year to last September. Basic growth prospect for Holt lies in the expansion of Europe's vehicle population (there are subsidiaries in France and Holland). The market in Holt's 2s. shares should be widened by the current free scrip issue.

For the average investor, the Board of Trade analysis underlines the case for including I.C.I. and/or Guest Keen in any mixed portfolio. I.C.I. shares can now be bought to offer 4½ per cent. while Guest Keen yield about 4 per cent. Investors in Polycell and Holt Products, by contrast, have to sacrifice some current income as a reflection of the companies' impressive growth record: Polycell shares offer only 2½ per cent. and Holt Products a bare 2¼ per cent. But both these shares should prove worthwhile holdings for people who prefer possible medium-term capital gains to current income.

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GOOD LIVING *by Ganymede*

Vintage Port with the first course of a meal! On the face of it this sounds outrageous, and yet it is what I had the other day, and enjoyed it. Just another example of how rules and conventions exist only to be broken on the right occasions. Many of my readers will have felt astonishment when French people have asked for a " porto " as an apéritif. That is bad enough, but then what passes as " porto " in France is a very different, in fact very inferior, drink compared to our much-respected vintage port.

I was having one of those rare pleasures of being entertained by one of our great chefs. Eugene Kaufeler, Chef des Cuisines at The Dorchester in London, was my host for lunch, in his own private dining room next to the vast kitchens. Our first course consisted of English hot-house melon served with Parma ham and Viande de Grison (cured and dried beef, uncooked and cut wafer-thin). " I hope you don't mind," said M. Kaufeler, " but melon is often served with port in it, and that is very good, so I thought we could try to drink port with it instead," and produced a decanter of Taylor's 1945. This was a great success, which is not all that surprising if you follow my host's reasoning.

Our main course was a delicious chicken dish, *Chapon Poelé Bonne Menagère*. It was so good that I could not resist asking for the recipe. Here it is: Blanch a capon of about 5 lbs. (or any other roasting chicken) in salt water. Allow to simmer for about 20 minutes. Then put the bird in a prepared casserole with 2 ozs. butter, three small onions, a bouquet garni, two glasses white wine and some meat balls (see below). Cover with greaseproof paper and cook in a medium hot oven. Remove the meat balls when they are done and keep them hot. When the bird is cooked, remove it from the oven, with the onions and the bouquet garni. Reduce the stock to half quantity. Add 8 ozs. small mushrooms sliced, when these are cooked sprinkle with a little flour. Add a pint of cream, season with salt, a pinch of cayenne pepper and the juice of half a lemon. Pour sauce over the chicken and serve with rice pilaf, surrounded by the meat balls.

The meat balls are made of finely chopped pork (8 ozs.), veal (8 ozs.) and veal kidney fat (4 ozs.), with the addition of salt, pepper, chopped parsley and chopped shallot pre-cooked in butter. With a wooden spoon gradually mix in enough fresh cream to get a firm consistency (about 2 gills). Keep this mixture on ice until needed, and, before adding to chicken, roll into balls. The garnish with this delectable dish consisted of leaf spinach, shelled and peeled broad beans and new potatoes in butter (the first delivery from Italy).

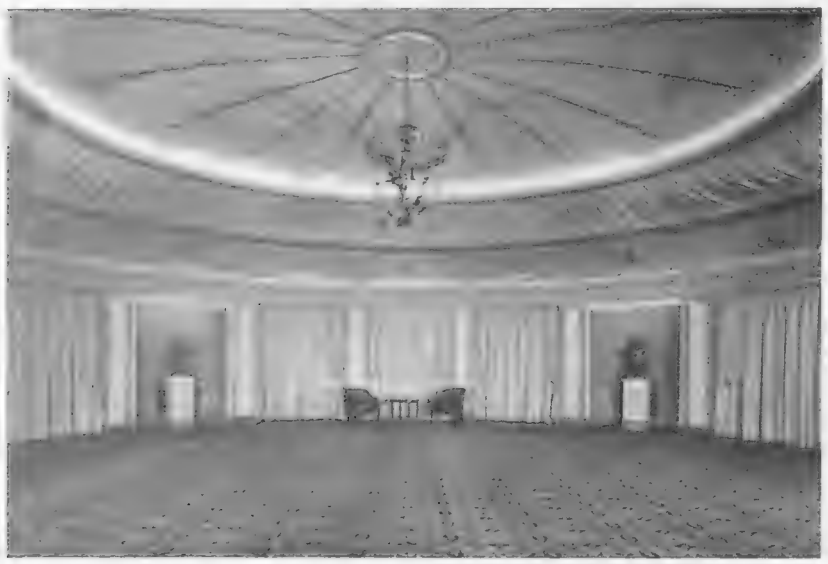
From left are Mr. Howard, Victoria House; Sir David Muir, Agent-General for Queensland; Chef; Sir Allen Brown, Deputy Commissioner for Australia; Sir Ralph Perring, the Lord Mayor of London; Mr. White, the Agent-General for Tasmania; Mr. Buckley, the Agent-General for New South Wales; and Mr. E. Johnson, Trade Commissioner. The occasion was the presentation of the giant Christmas pudding which is given each year to the Lord Mayor by the Dried Fruit Growers of Australia

For Christmas—a bottle of Cognac with the label " Grande Champagne, Tres Vieille, Age Inconnu " Remy Martin

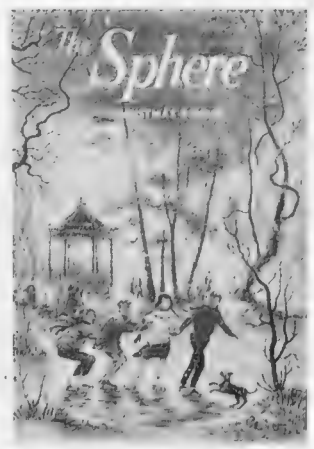
And the wine? This was fairly unusual too: Johannisberg Réserve du Cardinal, 1958, one of the best Swiss wines I ever tasted, an excellent partner for the chicken. The pudding was *Parfait Glacé Favourite*, of which I am not proposing to give the full recipe. A brief description will give amateur cooks inspiration for something they can do within their own capabilities and limitations.

A mould is lined with a mixture of Kirsch-flavoured whipped cream and broken meringue (the latter keeps the cream light in texture when frozen). The centre is filled with raspberry pulp ice. When frozen, the " bombe " is turned out onto a dish and covered with Melba sauce (a mixture of raspberry and strawberry purée and sugar). With this confection we had small slices of pineapple in Kirsch, but any fruit in season, e.g., peaches, raspberries, etc., would do equally well. At the end of this delicious lunch we had coffee, and what was left in the decanter of Taylor's 1945.

After lunch I looked at the newly decorated banqueting rooms and found them charmingly fresh and elegant in their new dress. The Ballroom, the Orchid Room and the Gold Room have all received their new look at the hands of Oliver Ford, who has recently been appointed Consulting Decorator to The Dorchester. I was told that not only has the appearance of these rooms been renovated, but at the same time full air conditioning has been installed.



The Dorchester's newly decorated Gold Room. **Below:** The Orchid Room



FOR CHRISTMAS

Skating, one of the traditional delights of winter, provides the theme for William McLaren's cover for this year's *Sphere* Christmas Number, which is now on sale. In full colour and in black and white, inside the issue is a splendid range of subjects

The Sphere *Christmas Number (price 5s. 8d. including postage to any part of the world) can be ordered from your newsagent or direct from The Publisher,* The Sphere, *13-15, John Adam Street, London, W.C.2*

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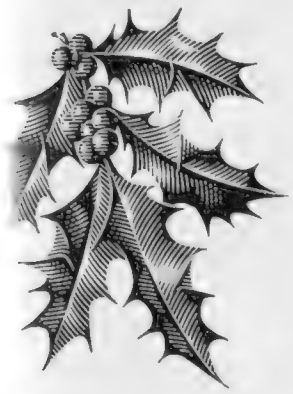

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MOTORING

MORRIS 1100 ROAD-TEST

A new junior road safety association; the Dunlop SP tyre; and road lighting problems

By **COURTENAY EDWARDS**

During a run to Devon to find out how this appealing West Country shire is planning to cope with its summer traffic problems I completed a 2,000-mile road-test of the Morris 1100. This roomy, four-door, four-seat saloon has given very little trouble and I have had no cause to revise the high opinion of this front-wheel-drive car which I expressed in THE SPHERE after a brief handling test just before the car was announced last August.

Its revolutionary Hydrolastic suspension, with independent springing of all four wheels by an ingenious combination of rubber and water, gives such excellent road-holding and cornering that the car could safely and advantageously use a more powerful engine than the 1,098 c.c., transversely mounted unit fitted at present. I felt this even more strongly after driving the twin-carburettor MG version of this Issigonis creation. It is particularly in third gear that a little more power would make the new Morris even more attractive.

The Morris 1100. In one of these cars Courtenay Edwards recently completed 2,000 miles. It costs £593

The " very little trouble " I have had with the Morris concerned only the carburettor and body locks. Several annoying bouts of stalling and uneven slow running were all traced to dirt in the carburettor, which can hardly be described as a design fault, though I am having an extra filter fitted.

Twice I have been badly inconvenienced when the boot lid refused to unlock, and on other occasions I have had trouble with the lock of one of the rear doors. Apart from this my Morris has given no bother. It cruises happily at 65 m.p.h., tops 75 when conditions permit and gives an overall average petrol mileage of better than 30 to the gallon. The Morris 1100 now costs £593, including tax, in its cheapest form.

I have said before, and I say again, that there is a serious overlapping and duplication of road safety effort among the many " better driving " organisations which have sprung up like mushrooms since the war. All the same, I am glad to give publicity to the latest enterprise of one of the oldest and most highly regarded of these associations. The Company of Veteran Motorists, started in 1932, has founded a " junior " section, to be known as the Association of Good Motorists, for men and women who have been driving for at least two years without a serious motoring conviction. Membership of the C.V.M. itself is open only to motorists who have been driving for at least ten years without serious police trouble.

They display on their cars a V-shaped badge indicating the number of years for which they claim trouble-free motoring. The Company has 86,500 members, including more than 700 who have been at the wheel for 50 years or more. The Duke of Edinburgh is a member. The chairman is Mr. Sidney Lamb, his deputy is Major-General Sir Claude Liardet and the executive committee includes men of the calibre of Sir Ronald Howe, who had a distinguished career with the Metropolitan Police, latterly as Deputy Commissioner, a post he filled from 1953 to 1957.

Mr. Harold Wood, secretary of the Veteran Motorists, tells me the main object of the new Association of Good Motorists is to encourage a higher standard of driving and road safety. Membership benefits include free advice on legal, insurance, hire-purchase and mechanical problems.

A " premium " tyre which has proved popular among rally drivers—the Dunlop SP—is now on sale to the general motoring public. Of radial-ply construction, it uses textile bracing cords under the tread instead of the steel elements employed in the Duraband range it will gradually replace.

The SP has a flexible casing of two or three plies of textile cords disposed radially, at an angle of 90 degrees to the rim. It also has " breakers " consisting of layers of textile cord material laid circumferentially under the tread, with the direction of the cords in each layer alternating and crossing the centre line of the tread at a low angle.

By keeping the tread surface rigid under all conditions the tyre has a longer life and helps to give a lower fuel consumption. Tyres of radial-ply, braced-tread construction give the same basic advantages whether the breakers are steel or textile, but because the latter are more flexible they absorb road bumps better and give a slightly softer ride.

They also give more progressive steering control in cornering. In addition, the use of "road-hug," low-bounce rubber, in combination with a tread of special design, practically eliminates the risk of sudden rear end breakaway which fast drivers sometimes experience with Duraband and other steel-braced tyres.

I like the frank, subtle way in which Dunlop are advertising the SP as not being " everybody's tyre." " You'll be wasting your money on the extra cost," they declare, " if you're a normal sort of driver." SP tyres, which cost between five and eight per cent. more than conventional covers, according to size, will eventually be available in 11 main sizes.

The dangerous lack of uniformity in the lighting of major traffic routes in urban areas has lately been the subject of much critical comment, and rightly so. One wonders for how much longer the Government will tolerate a state of affairs which probably contributes to many more accidents than is generally realised.

Touching on the problem in a recent report on Britain's roads and traffic, the Road Research Laboratory pointed out that some local authorities use gas, others electricity. Some instal their lamps high off the ground, others not so high. And the distances between lamps vary considerably. Of the total mileage of Britain's illuminated roads, 22 per cent. is lit by gas.

Motorists who drive at night find the frequent changes in street lighting disconcerting, especially in wet weather. Well-lit streets often lead into others afflicted by patches of blackness which can be a real menace. It aggravates the problem of whether or not motorists should drive with dipped headlamps in suburban streets.

The subject was shrewdly discussed the other day by Mr. W. Robinson, of the Electrical Development Association. Addressing a London congress of Public Works and Municipal Services he pointed out that although there are in Britain nearly 4,000 local authorities concerned with street lighting, fewer than 250 are members of the Association of Public Lighting Engineers.

Mr. Robinson praised Coventry's street lighting, welcomed plans for the extensive relighting of the London boroughs and named two authorities which he thinks have shown an imaginative approach to the problem: Leicester (where building-mounted lanterns are used in the city centre) and Bolton (which has effectively combined sodium and tungsten lighting).

Briefly. . . . Traffic on M1 (which is to have experimental crash barriers for 20 miles) increased by 24 per cent. in its second year and by seven per cent. in its third. Yet accident deaths dropped from 25 in the first 12 months to 18 and 21 respectively in the next two years. . . . The *Manx Maid*, the Isle of Man Steam Packet Co.'s new car ferry vessel, carried 4,000 cars in the five months ended September 30, and helped to increase by 44 per cent. the number of cars carried to the island in that period. . . .

Strikes caused a drop in British car production in October to a weekly average of 23,197 compared with 26,390 in September, but the month's exports totalled 47,256, the highest October figure since 1959. . . . Silvery white vitreous mosaic wall tiles from Venice will line the £11,000,000, mile-long Dartford-Purfleet road tunnel under the Thames which will be open to traffic next summer. . . .

Mr. A. W. Grafton, popular general secretary of the Motor Agents' Association for 25 years, has resigned through ill health. Aged 59, he is not retiring but will take up less sedentary work. . . . According to the Road Research Laboratory, 50 per cent. of Britain's motor vehicles in 1960 used only six per cent. of the country's total road mileage.

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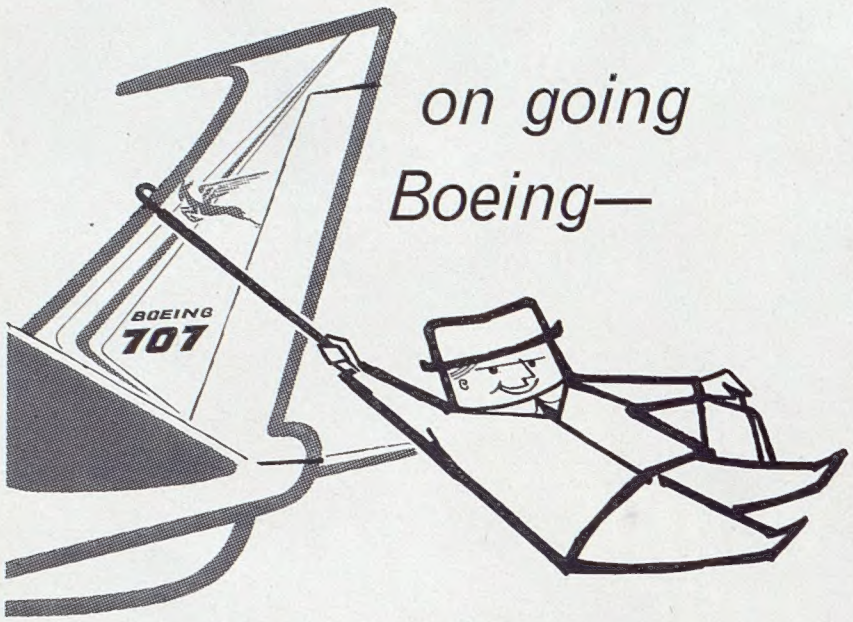

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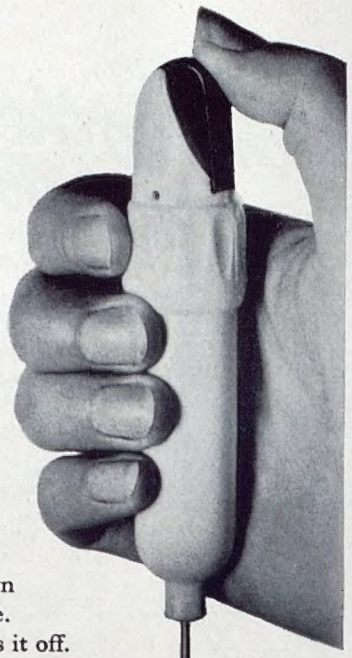

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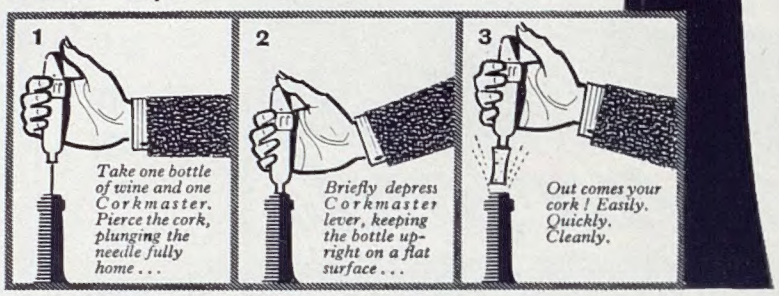

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